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EX-BAR BL2 52 showed off its new WP/IC-inspired paint alongside the Wisconsin & Calumet Fs at the Janesville & Southeastern roundhouse in Janesville, Wisconsin, on May 1. The BL2 now works freight on the WICT. See page 42.

KODACHROME PAUL HUNNELL

THE ARIZONA & CALIFORNIA now runs 240 miles of ex-Santa Fe branch lines in the Southwest. GP20 2005 was in fresh ARZC paint at Hodgkins, Illinois, on May 12. See page 44.

EIGHT "RP39-2s" like this one seen on May 8 (below) at Morrison-Knudsen's plant in Mountain Top, Pennsylvania, are being rebuilt from former CSX GP40s for the Northern Virginia Transportation Commission. See page 42.

KODACHROME KERMIT GEARY, JR

Railnews

KODACHROME BILL HOUGH

LONG ISLAND RAIL ROAD had its new bi-level cars and leased Metra E8s staged at Shea Stadium on April 16 (right). Some finishing touches were being put on the new cars in preparation for their planned use on the LIRR's Port Jefferson Branch.

JERSEY CENTRAL colors shined in night photos (below) at Jim Thorpe, Pa., on May 3 during the Anthracite Roads Historical Society's debut of ex-B&M F7B, repainted as CNJ F3B 56D. It joined ex-BAR F3A 56 on a fantrip the next day. See page 44.

KODACHROME: KERMIT GEARY, JR., LIGHTING KERMIT GEARY, JR. and FRED JONES

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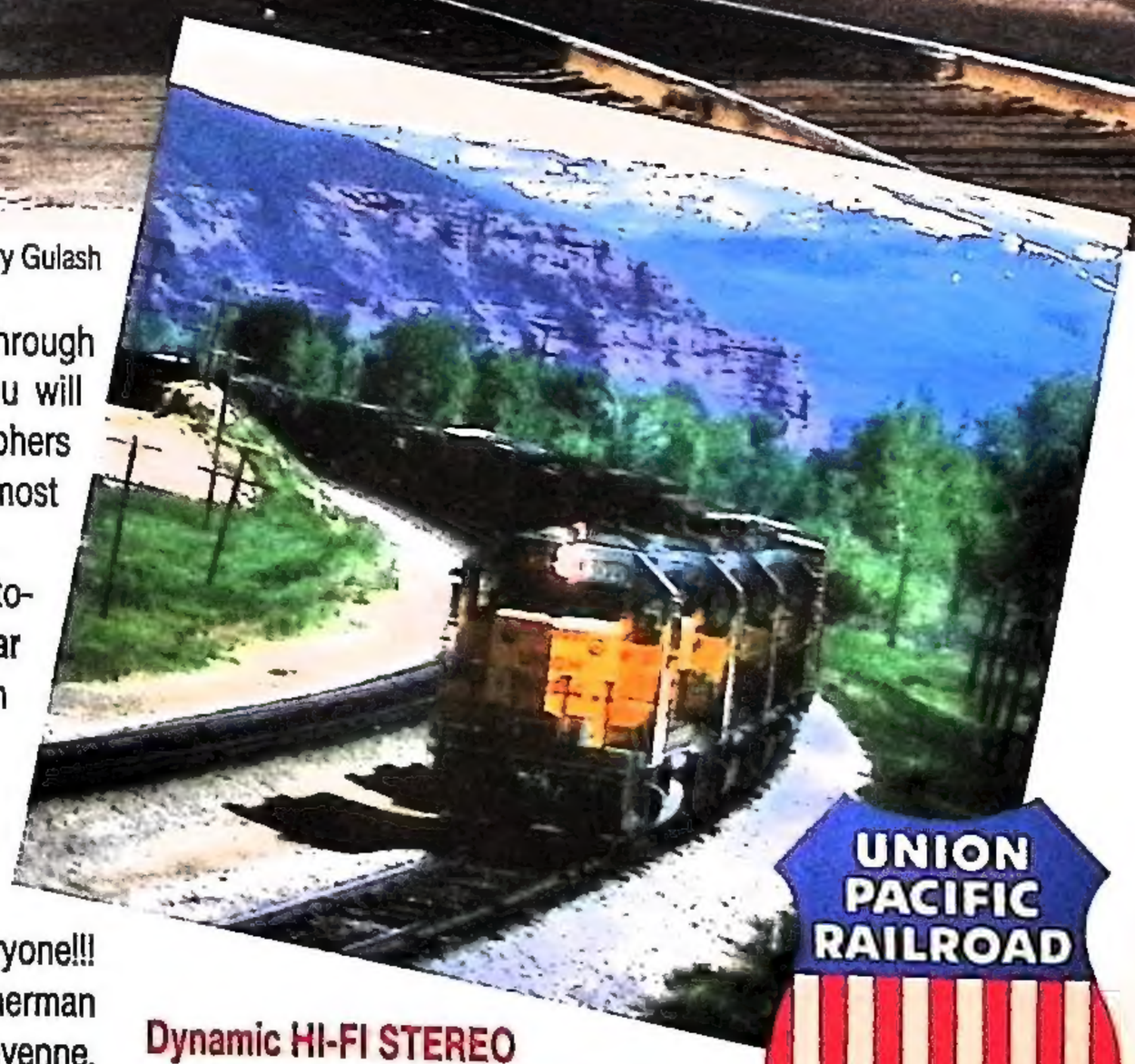

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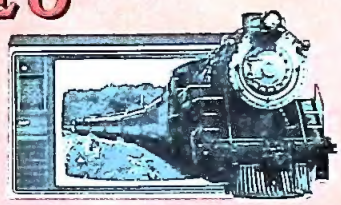

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From the Publisher's desk: Commuter cars

It wasn't that many years ago that I was a regular weekend rider on the West Shore (NYC) coming and going to school. The comfortable 800-series coaches gave a good ride and were always warm in winter. The Putnam Division used lighter arch-roof coaches. The Erie used Stillwell cars on most commuter runs, and you'd even find closed-vestibule Stillwells on the rear of the *Erie Limited* for Port Jervis commuters. The Long Island used many arch-roof cars on steam and diesel powered trains. Most of the Long Island's traffic was on the electrified western end of the road. Because of heavy rush hour traffic, the Long Island was an early developer of double deck commuter cars. Imagine trying to design a double deck car that not only would unload upper deck passengers fast but would also clear the East River tunnels into Penn Station. Note that the LIRR is at it again with the new bilevels shown on page 2.

I got a taste of Chicago area coaches during World War II when Camp Grant troop trains alternated between the Burlington and Milwaukee Roads. To my thinking, the CB&Q cars didn't have the classic looks of the NYC coaches, but they squeezed in lots of riders. I preferred the Milwaukee's orange wood-sheathed cars with pot-belly stoves. Later I got to ride other Chicago roads, all

The postwar era brought with it a gigantic spurt in auto traffic. Pacific Electric's interurban service was dismantled, and the blue skies disappeared. New highways funneled more and more traffic into the big city hubs, and traffic jams became the norm. Most commuter lines managed to survive.

As old railroad cars became seriously outmoded and worn out from heavy wartime use, the car builders turned their thoughts to new designs. (The New York Central decided the best way to upgrade West Shore and Putnam service was to eliminate it entirely.) The first big change in the appearance of the American commuter train took place on the Chicago & North Western when the new "gallery" bilevel cars showed up even before steam was gone, and the CB&Q adopted the same idea, wrapped in stainless steel, about the same time. Inside the gallery cars, the upper aisle was cut away in the center, providing more air and making it easier for the conductor to collect tickets. The biggest problem in designing the open gallery was to keep the upward view from below of passengers in short skirts from becoming immodest. Unfortunately, they succeeded. These new commuter cars became workhorses handling the daily rush hour crowds on the C&NW, CB&Q, Milwaukee, Rock Island and Southern Pacific — and even later on Illinois Central electric m.u. cars!

A few years back I started seeing photos of new cantilever designed commuter cars on Toronto's GO system. These were high cars, like Superliners but with the ends tapering down to single car height. Ugly, I thought, until I recently had the opportunity of going through the sprawling Can Car plant in Thunder Bay, Ontario, and saw several under construction. These cars are also now in service in Miami, and Can Car is tooling up for another fleet destined for Los Angeles.

It's not until you get inside them that you appreciate the advances these cars have over the older SP and Chicago area cars. They are roomy on both floors. These ugly ducklings have suddenly evolved into rather beautiful swans.

RAILFAN & RAILROAD

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Cover

The steam era on the Southern Pacific came blazing back to life on Friday night, May 3, 1991, on the opening day of Sacramento Railfair '91 as *Daylight* 4-8-4 4449 and P8 4-6-2 2472 posed for a night photo session for about two dozen photographers organized by the R&R staff. Kodak Ektar 125 print: Max R. Wallace, lighting by Jim Boyd and Mike Del Vecchio.

Later that week, on Monday, May 6, engineer Warren Scholl fired up Santa Fe Dash 8-40BW 554 to use as a switch engine to spot the California State Railroad Museum's A-B set of warbonnet F-units for a night session with the EMC FT 103 demonstrator set, Western Pacific F7 913 and the tender of SP 4-8-4 4449. Kodachrome: Jim Boyd, lighting by Ted Benson and Jim Boyd. For full coverage of the Railfair '91 activities, see the numerous articles and news items in this issue.

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Fanmail

CSX after the storm

While the cosmetic "thank you" to the veterans of the War in the Gulf — such as flags on the side of Santa Fe diesels, UP 3593 "Desert Victory" and BN 1991 "pulling for Freedom" engine — is greatly appreciated, I am sure the extra effort of a Class 1 railroad meant far more during Hurricane Hugo (and its devastation) the way CSXT served the public (receiving little notice by the outside world).

When electricity was non-existent and all the food a person had spoiled from non-refrigeration, CSXT provided food for many of the residents along the Eastern seaboard immediately after ascertaining that the rails were safe for passage.

Very little has been written that I have seen about this humanitarian effort which no company would have been obligated to provide.

Thank you, CSXT.

ROSS H.L. BOWEN, R.A.D.
Madison, Tenn.

Mallet memories

I thought the articulated steam engine feature was quite good. However, I must say that engines like that always look backwards to me because I only saw Cab-Forwards (of a different wheel arrangement) as a young lad. My father, being an SP fan, rarely acknowledged the other railroads and thought steam locomotives should burn oil.

HARRE DEMORO
San Francisco, Calif.

The P&WV

Enjoyed the "Other 2-6-6-4s" in the June '91 issue, but I have a couple of comments.

The "high dry's" main line was 110.6 miles between Pittsburgh Junction and Connellsville — give or take a few feet — not the 138 that Tom makes it.

And as far as a no-name wheel arrangement, go back to the letter I wrote on that subject about a year ago. I'll second the motion to call it the "West Virginia" type as made by another reader in an earlier letter to the editor on that subject. The name is appropriate as all of the 2-6-6-4 types operated in regular service in the Mountain State.

J.J. YOUNG, JR.
Binghamton, N.Y.

Error on the A

Lordy, I hope you publish a correction on that statement about the N&W A's you added to my 2-6-6-4 feature in the June issue. The magazine isn't even on the news stands yet, and I am already getting flap about that mess.

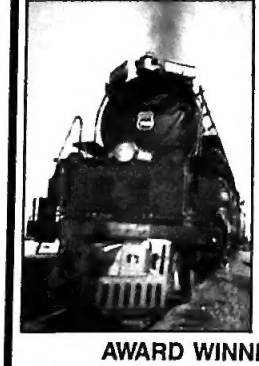
THOMAS D. DRESSLER
Portsmouth, Oh.

The "mess" Tom mentions was a line I stuck in about the N&W 2-6-6-4s being "designed and used primarily for fast freight service." While they were, indeed, very good at that, they were, of course, designed and used for coal trains. I must have been reading too much LeMassena lately — J.B.

SAL's 2-6-6-4s

Your coverage of the Seaboard Air Line 2-6-6-4s in "The Other 2-6-6-4s" was great in the eyes of this old SAL engineman. I fired these engines back in WWII years 1941 to 1947 before they were sold to the B&O. On the SAL we seldom encountered problems with these engines except for a large number of steam leaks in the winter months. Oh yes, the 2501 was the only one that had a "soot blower." The B&O really made all of those engines much better, which I had expected with their locomotive-building expertise. On the SAL they were versatile and handled passenger trains equally as well as perishables. My experiences as a fireman of these "Twin

UNION PACIFIC CONVERSION OF 3985



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Stacks" appeared in the August 1979 *Trains* Magazine. The rebuild of the 2503 to B&O 7703 would have made a beauty for SAL use. Too bad they had to die so soon.

WILEY M. BRYAN
Raleigh, N.C.

The Thermal Belt

In the June '91 issue, I just finished reading "Warming Up to the Thermal Belt." I could relate to the story because I spent many many days railfanning in North Carolina during the 1970s.

However, I found an item of contradiction concerning the powerplant used by the Thermal Belt's No.1. The caption under the picture on page 65 says "Caterpillar-powered rebuild" and in the right-hand column on page 66, it says "Chattahoochie Locomotive Co. of Cornelia, Ga., remanufactured the locomotive again, this time using a 600-hp Cummins engine."

Which does No.1 have, a "Cat." or a Cummins? Mr. McGrady mentions fuel efficiency twice, which engine gets the credit?

Just curious, as others may be.

CARL M. LEHMAN
San Antonio, Tex.

Thermal Belt's SW No.1 has a Cummins prime-mover, as stated in the text on page 66 — M.D.

The *"Betty Sue"*

There was an error in the caption for the photograph I sent you which was published on page 74 of your July 1991 issue. Your caption stated the Ferdinand Railroad GE 45-tonner 101 *"Betty Sue"* set out a boxcar load of furniture. The locomotive operating on the Louisville, New Albany & Corydon Railroad No.1951 is known as the *"Betty Sue,"* not the locomotive on the Ferdinand.

The 1951 was named in honor of the two daughters of the then-president and general manager of the LNA&C, Bill Buchanan. His daughters Betty and Susan are still living in Corydon.

DAVID W. HAYES
Hardinsburg, Ky.

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Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

NORFOLK SOUTHERN 1991 Excursion Season. The following listings indicate **Date,** locomotive, routes and (sponsoring organization). See listings at end for addresses of sponsoring organizations and contact them for tickets, fares and specific information. 611 is an N&W Class J 4-8-4; 1218 is an N&W Class A 2-6-6-4; 4501 is a Southern Railway 2-8-2; 1522 is a Frisco 4-8-2.

July 13-14, 611 Detroit, Mich., to Fort Wayne, Ind., and return (BWC); **July 20-21,** 611 Chicago to Fort Wayne and return (CNH); **July 27-28,** 1522 St. Louis to Moberly, Mo., or Centralia, Ill., and return (STLN).

August 7, 611 Kenova to Iaeger, W.V., and return (CPH); **August 8,** 611 Kenova to Portsmouth, Oh., and return (CPH) (August 7-8 trips for NRHS national convention at Huntington, W.V.); **August 16,** 611 Cleveland to Buffalo one way with CR power Buffalo to Niagara Falls for overnight stay (ORHC); **August 18,** 611 Buffalo to Cleveland, one way (ORHC).

September 7-8, 4501 Knoxville to Chattanooga, Tenn., and return (OSRM); **September 21,** 4501 Kingsport, Tenn., to Appalachia, Va., and return (WVC); **September 22,** 4501 Kingsport to Knoxville, Tenn., and return (WVC); **September 21-22,** 1218 Bellevue to Fort Wayne and return (MRC); **September 29,** 1218 Cincinnati to Muncie, Ind., and return (CRC); **September 28,** 611/diesel Alexandria-Shenandoah Jct.-Alexandria circle trip (WACN); **September 29,** 611 Alexandria to Front Royal, Va., and return (WACN).

October 5, 1218 Lexington, Ky., to Chattanooga, Tenn., one way (BGM); **October 6,** 1218 Chattanooga to Lexington, one way (BGM); **October 5-6,** 611/diesel Richmond-Appomattox-Lynchburg and return (ODM); **October 12-13,** 1218 Chattanooga to Oneida, Tenn., and return (TVRM); **October 12-13,** 611 Roanoke to local destination and return (RNRH); **October 19-20,** 1218 Chattanooga to Oneida and return (TVRM); **October 19-20,** 611 Greensboro, N.C., to Roanoke, Va., or other destination (GNRH); **October 26-27,** 611 Atlanta to Toccoa, Ga., and return (ANRH); **October 26-27,** 4501 Asheville, N.C., to Bulls Gap or Statesville (ASHV).

November 2, 611 Atlanta to Chattanooga one way (ANRH); **November 2,** 4501 Chattanooga to Cleveland, Tenn., and return (TVRM); **November 3,** 1218/611/4501 Chattanooga to Atlanta one way; November 2-3 trips in conjunction with NS Steam 25th Anniversary (TVRM/ANRH); **November 9-10,** 611 Huntsville, Ala., to Chattanooga and return (NARM); **November 9-10,** 1218 Charlotte, N.C., to local destination (PCCN); **November 16-17,** 611 Birmingham to Chattanooga and return (HOD); **November 16-17,** 1218 Columbia, S.C., to destinations to be determined (SCRM); **November 23-24,** 4501 New Orleans, La., to Hattisburg, Miss., and return (NONH).

The sponsoring organizations are: (ANRH) Atlanta Chapter NRHS, P.O. Box 333, Tucker, GA 30085; (ASHV) Asheville Chapter NRHS, c/o Antique Train & Toy Co., 523 Merrimon Ave., Asheville, NC 28804; (BGM) Bluegrass Railroad Museum, P.O. Box 1711, Lexington, KY 40592; (BWC) Bluewater Michigan Chapter NRHS, P.O. Box 296, Royal Oak, MI 48068-0296; (CNH) Chicago Chapter NRHS, 5246 South Newland, Chicago, IL 60638; (CPH) Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; (CRC) Cincinnati Railroad Club, P.O. Box 27050, Cincinnati, OH 45227; (GNRH) Greensboro Chapter NRHS, P.O. Box 16745, Greensboro, NC 27406; (HOD) Heart of Dixie Chapter NRHS, P.O. Box 254, Birmingham, AL 35201; (NARM) North Alabama R.R. Museum, P.O. Box 4163, Huntsville, AL 35815; (NFC) North Florida Chapter NRHS, P.O. Box 16493, Jacksonville, FL 32245-6493; (NONH) New Orleans Chapter NRHS, 314 Atherton Drive, Metairie, LA 70005; (ODM) Old Dominion Chapter NRHS, P.O. Box 8583, Richmond, VA 23226; (ORHC) Orrville Railroad Heritage Committee, P.O. Box 11, Orrville, OH 44667; (OSRM) Old Smoky Railway Museum, P.O. Box 601, Knoxville, TN 37901; (PCCN) Piedmont Carolinas Chapter NRHS, P.O. Box 11753, Charlotte, NC 28220; (RNRH) Roanoke Chapter NRHS, P.O. Box 13222, Roanoke, VA 24032; (SCRM) South Carolina Railway Museum, P.O. Box 235, Rion SC 29132; (STLN) St. Louis Chapter NRHS, 3439-A Dunnica Avenue, St. Louis, MO 63118; (TVRM) Tennessee Valley Railroad Museum, 4119 Cromwell Road, Chattanooga, TN 37421; (WACN) Washington Area Joint Trip Committee, P.O. Box 456, Laurel, MD 20725-0456; (WVC) Watauga Valley Chapter NRHS, P.O. Box 432, Johnson City, TN 37605.

MANITOU SPRINGS, COLORADO, through October. Manitou & Pike's Peak Cog Railway celebrates its 100th year of operation. Ride in modern, climate-controlled Swiss cars to 14,110-foot Pike's Peak. Three-hour round trips depart Manitou 9:20am and 1:20pm through October, plus 10:40am and 2:40pm through September, plus noon, 4pm and 5:20pm through August. Adults $19.91, ages 5-11 $9, ages 5 and under free if held on lap. Advanced reservations strongly recommended. Dress prepared for possibly cold weather. Trip not recommended for persons with history of severe cardiac or respiratory problems. Contact: Manitou & Pike's Peak Cog Railway, P.O. Box 1329, Colorado Springs, CO 80901; 719/685-5401.

WESTERN MARYLAND SCENIC RAILROAD 1991 schedule. RS3 and FA diesels in full WM paint will power 32-mile round trip excursions between Cumberland and Frostburg, Maryland, via Helmstetter's Curve, Brush Tunnel and a 2.8% grade. Operates Tuesday-Sunday through October 31, Saturday-Sunday (plus holidays) through December 1. Fares *except* during October: adults $12.50, seniors $11, ages 2-12 $7.50. Fares during October *only*: adults $14.50, seniors $14, ages 2-12 $8.50. Children under 2 which do not occupy a seat ride free. For more information phone the Western Maryland Scenic at 800/TRAIN-50 or 301/759-4400.

NEW JERSEY MUSEUM OF TRANSPORTATION and Pine Creek Railroad, located in Allaire State Park, GSP Exit 98/I-195 Exit 31, will host the following special rail event. For more information contact: NJMT Pine Creek Railroad, P.O. Box 622, Allaire, NJ 07727-0622; 908/938-5524.

July 4-7, PCRR celebrates its 40th anniversary with a mix of steam and diesel trains in addition to regular diesel trains.

COLORADO RAILROAD MUSEUM 1991 steam schedule will have narrow gauge 2-8-0 346 operating on the following dates. For more information contact the Colorado Railroad Museum at 17155 W. 44th Avenue, P.O. Box 10, Golden, CO 80402; 303/279-4591.

July 5-7 (NMRA Convention), August 17-18, September 28-29, December 7-8 (Santa Claus Train).

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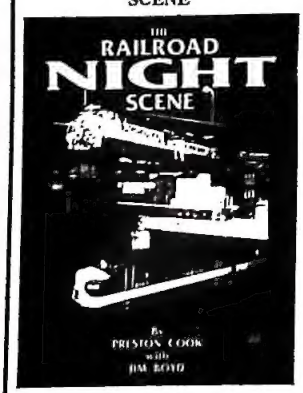

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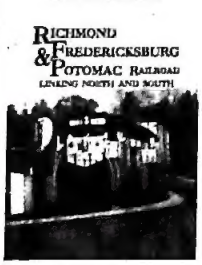

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1950s Onward

GS 4/6 As It Used To Be

Mac Owen was there to capture Daylight GS 6 4460 as it crossed the Sierras on the Southern Pacific's official "Farewell To Steam" and, also, the SP's Centennial locomotive on a run at Altamont Pass. Wil Whittaker's study of the Daylight locomotive follows: The Coast and Valley Daylights, of course, but much more. In the Tehachapis, over the Sierras, and across the Nevada desert. He caught all aspects of the famed GS 4: all color, all black. On freights, commuters, fan trips, football specials, doubleheading with F-7s, Mountains, Pacifics and cab-forwards. Closes with 4449 heading for Railfair 1981 with the first cars in Daylight orange: storming the Cascades, snaking down to Dunsmuir and wide open on the Valley floor. 29 mins. $39.95.

Mac Owen

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Joe Niklas

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Madawaska-Fort Kent: July 6 at 8am
Fort Kent-Eagle Lake: July 7 at 8am.
Oakfield-Squa Pan: July 13 and August 25 at 8am.
Oakfield-Millinocket: July 14 at 9am.
Presque Isle-Squa Pan: July 20 at 8am.
Fort Fairfield-Presque Isle: July 20 at 2pm.
Presque Isle-Limestone: July 21 at 8am.
Millinocket-Brownville: July 27 and 28 at 9am.
Millinocket-East Millinocket: July 28 at 2pm.
Northern Maine Junction-Brownville Junction: August 3 at 8am; August 17 at noon.
Northern Maine Junction-Searsport: August 3 and 18 at noon; August 17 at 8am.
Derby-Millinocket: August 10 and 11 at 8am.
Houlton-Squa Pan: August 24 at 9am.

Tickets for each trip are $15 for adults, $7.50 for children (group and family rates available. For tickets and information, phone 800/244-3100, or contact: Bangor & Aroostook Railroad Company, Northern Maine Junction Park, R.R. 2, Box 45, Bangor, ME 04401.

SENTIMENTAL RAIL JOURNEYS, P.O. Box 2729, Mission Viejo, CA 92690 (714/240-2101), is sponsoring the following luxury rail tours onboard their restored vintage cars pulled behind Amtrak trains.

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July 20 San Diego.
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October 7 New Orleans.
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GUIDED TOURS OF SUSQUEHANNA RIGHTS OF WAY sponsored by NYS&W Technical & Historical Society will include station sites, junctions, bridges and other features. No charge, but advance reservations must be made by phoning 201/666-6441.

July 13, Hanford Branch: Beaver Lake, New Jersey, to Hanford and on to Middletown, New York. Meet at Beaver Lake station site 10am.

August 10, Main Line: Sparta Junction, New Jersey, to Hainesburg Junction and Delaware River Meet at Sparta Junction (Houses Corner Road crossing) 10am.

SPENCER, NORTH CAROLINA, July 13-14. 4th Annual Railfan Days at North Carolina Transportation Museum. Tentative guest locomotive: Roanoke Chapter NRHS' Alco T6. Features: NS diesel, RoadRailer and exhibit car, operating diesel freight and passenger trains, private car tours, night photos. Tickets: $10 per day. Railroadiana and train show $2 per day. For tickets or information send SASE to: NCTHC Railfan Days, P.O. Box 44, Spencer, NC 28159, or phone: 704/636-2889.

CALGARY, ALBERTA, July 19-21. 5th Annual Railway Days at Heritage Park. Continuous activity on one mile of circular standard gauge track with 1940s 0-6-0s powering simultaneous vintage freight and passenger trains, climaxing with a doubleheaded mixed. Three stations, telegraph service, operating turntable, models and exhibits, streetcars and much more. Contact: Heritage Park Historic Village, 1900 Heritage Drive S.W., Calgary, Alberta, T2V 2X3; 403/255-1182.

READING COMPANY Technical & Historical Society Moonlight Specials will depart at 6:30pm from Blue Mountain & Reading's Temple, Pennsylvania, depot on the following dates. For tickets and information, send SASE to: RCT&HS, Passenger Operations, P.O. Box 15143, Reading, PA 19612-5143.

July 20, Ice Cream Night, Adults $8.50, ages 3-12 $6.50.
August 17, D.J. Hop, Adults $7, ages 3-12 $5.
September 14, Autumn Apple Night, Adults $8.50, ages 3-12 $6.50.

SEATTLE, WASHINGTON, July 26-August 5. West Coast Explorer rail trip out of Seattle visiting Puget Sound & Snoqualmie, Yakima Trolley, *Spirit of Washington* dinner train, Lewis & Clark Railway, MAX Trolley and zoo railway in Portland, Oregon Coastline Express, California Western, Napa Valley Wine Train, California Railway Museum, Feather River Canyon, Sumpter Valley, City of Prineville, Hood River Railroad, sternwheel riverboat and more. Contact: Townsend Tours, P.O. Box 504, Port Hadlock, WA 98339; 206/385-7735.

ARCADE, NEW YORK, July 27. Arcade & Attica steam special over full length of remaining A&A trackage (26 miles) to North Java and return. Departs Arcade depot 7:45am. Tickets $17. Slide show, talks and exhibit following excursion. Contact: William Reddy, 6645 Denton Corners Road, Castile, NY 14427; 716/493-2894.

HOBOKEN, NEW JERSEY, July 28. 6th Annual New York

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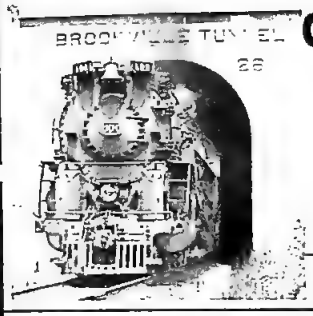

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SANTA FE, NEW MEXICO, August 3-December 8. A Santa Fe Railway special will arrive on August 3 to take part in The Museum of New Mexico's and Museum of Fine Arts' debut of "Creating Images of the Southwest: the Santa Fe Railway Art Collection," featuring historic artwork commissioned by the AT&SF. Also on display will be a variety of Harvey House memorabilia, including cutlery, china, photographs and menus. For more information contact: Museum of New Mexico, P.O. Box 2087, Santa Fe, NM 87504-2087; 505/827-6451.

CHICAGO, ILLINOIS, August 4. Omnibus Society of America will operate an excursion to the Fox River Trolley Museum in South Elgin, Illinois, using regularly scheduled Metra/Milwaukee trains to and from Elgin (depart 8:40am, return 3:12pm) and chartered bus beyond. Adult fare of $25 includes rail and bus transportation, admission to museum, ride on chartered museum train and unlimited rides on remaining equipment at museum. Contact: Omnibus Society of America c/o John LeBeau, 15329 Chicago Road, Suite 12, Dolton, IL 60419; 708/251-2262.

NRHS 1991 CONVENTION, August 7-10, 1991. The Collis P. Huntington Chapter NRHS will host the 1991 NRHS National Convention in Huntington, West Virginia. Headquarters for the convention will be at the Raddisson Hotel. Flea market and model railroad show at Huntington Civic Center Main Arena August 8-10. Scheduled activities and passenger excursions are as follows:

August 7, N&W streamlined Class J 4-8-4 611 round trip Kenova-Iaeger, W.V.

August 8, tour of CSX Huntington shops; Nickel Plate 2-8-4 765 and Pere Marquette 2-8-4 1225 side-by-side on double track Huntington-St. Albans, with photo runbys; Jim Boyd night photo session featuring the 611, 765, 1225 and CSX Fs.

August 9, 611 round trip Kenova-Portsmouth, Ohio.; board and membership meetings; three runs around Huntington Loop with CSX Fs; annual banquet.

August 10, 765 and 1225 doublehead New River round trip Huntington-Hinton.

For more information contact: Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; 304/522-6140.

SPOKANE, WASHINGTON, August 8-11. Railfest Northwest 1991 Convention. Tours of BN yards and CXT concrete tie plant, plus clinics and contests on models and photography. Registration package includes maps and information on Spokane area rail lines, sightseeing, shopping and entertainment. For brochure and information send SASE to: Railfest Northwest, 2310 Cherry Street, Spokane, WA 99216.

MILBANK, SOUTH DAKOTA, August 10-11. Trainfest '91. Ride ex-Soo Line and Milwaukee Road coaches on the Sisseton Milbank Railroad's "Whetstone Valley Express" to Corona, with special railway post office cancellation and mail service onboard. Plus slide shows, movies, displays and models in various gauges. Model exhibit and visual programs at city auditorium 10am-8pm Saturday, 10am-5pm Sunday; adults $1, children free. Train ride round trip to Corona (21 miles) adults $6, children $3; short trip (10.5 miles) adults $3, children $2. Train tickets can be reserved by calling: 605/432-6656 or by mailing payment to: Milbank Chamber of Commerce, 203 South Main, Milbank, SD 57252.

PORT CLINTON, PENNSYLVANIA, August 11. BM&R T1 4-8-4 2102 will power circle trip Port Clinton-Tamaqua-Reading-Port Clinton on the new Reading & Northern Railroad. Departs 11am. Adults $25, ages 12 and under $5. Limited seating. Send check or money order payable to Blue Mountain & Reading Railroad to: North Berks/South Schuylkill Historical Association, Attention Train Ticket Agent, Penn & Clinton Streets, Port Clinton, PA 19549, or phone: 215/562-3749, 215/562-3996 or 215/562-8540. Credit card ticket buyers phone: 215/562-4083.

KANSAS CITY, MISSOURI, August 15-18. Union Pacific Historical Society Annual Meeting at Park Place Hotel. Clinics, tours, model contest and swap meet. For further information contact: Don Snoddy, 1416 Dodge Street, Omaha, NE 68179.

NEWPORT, WASHINGTON, August 30-31. MILWEST Annual Meet at Newport City Hall Annex. Friday 7-11pm: open slide shows of former Milwaukee Road operations in the Spokane area plus current operations of St. Maries River Railroad and Pend Oreille Valley Railroad. Saturday 7-11pm: business meeting, model contest and multi-media slide show of Milwaukee Road Lines West. Contact: Ron Hamilton, 2506 Fissure Loop North, Dept. RF, Redmond, OR 97756.

CHAMA, NEW MEXICO, September 1. Doubleheaded narrow gauge mixed freight and passenger excursion on the

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INDIANAPOLIS, INDIANA, September 6-8. 8th Annual Hoosier Traction Meet at Best Western Waterfront Plaza, 2930 Waterfront Parkway West, Indianapolis, IN 46214; 317/299-8400 (located off I-465 and I-74 west on Hwy. 136). Tickets $10 in advance, $11 at door. Friday: swap meet (tables $5), slide and movie sessions. Saturday: continuous movies and lectures, including program by R&R columnist George Smerk. Sunday: trip on Indiana Rail Road aboard historic traction equipment. For tickets and information contact: Hoosier Traction Meet, 2958 Westridge Avenue, Cincinnati, OH 45238; 513/661-0042.

ARKVILLE, NEW YORK, September 7. Railfan Day on the Delaware & Ulster Rail Rides on five miles of ex-Ulster & Delaware in the Catskills. Regular summer season operations through October 27: Adults $7, ages 5-11 $4, under 5 free, seniors $5.50. For complete schedule phone 800/225-4132 or 607/652-2821, or contact: Delaware & Ulster Rail Ride, P.O. Box 310, Stamford, NY 12167.

CANADIAN ROCKIES SEA & RAIL TRIP, September 12-26. To or from Seattle. Includes Seabus and Skytrain in Vancouver, Royal Hudson steam trip, VIA trip to Jasper, 15-hour boat trip up Inside Passage, Banff and Lake Louise and much more. Contact: Townsend Tours, Box 504, Port Hadlock, WA 98339; 206/385-7735.

STEAMTOWN PHOTOGRAPHER's WEEKEND, September 13-15. Another terrific weekend of railfan photography and fun will take place at Steamtown National Historic Site in Scranton, Pennsylvania. Plans include night photo session, at least one passenger excursion and more of those yard photo runbys that made last year's event such a smash success. Due to extensive construction, scheduling for certain activities won't be finalized until just before the weekend. Watch this column for further developments or phone 717/961-2033 for updated information.

CONTINUING OPERATIONS

R&R TIMETABLE is limited by space to listing special events, main line excursions and operations of special interest (noteworthy motive power, off-season schedules, etc.). For a full listing of the regularly scheduled tourist railroads and operating museums in the U.S. and Canada, we recommend the ***Steam Passenger Service Directory***, published by *Locomotive & Railway Preservation*, P.O. Box 599, Richmond, VT 05477 (802/434-2351) and available for $8.95 plus $1.75 shipping & handling ($2.50 shipping & handling Canada and overseas; Vermont res. add 4% tax). This excellent directory, updated every year, lists days of operation, train schedules and equipment as well as giving addresses and phone numbers of nearly 300 rail attractions.

INTERNATIONAL TOURS

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tour:

Australia & New Zealand, August 22-September 16.

RAIL STUDY TOURS INTERNATIONAL, P.O. Box 3468, Arlington, VA 22302 (703/998-2362) is offering the following foreign rail tours.

Poland Steam Special, September 20-October 6. Regular service steam in standard and narrow gauge and steam excursion with Poznan Railway Club.

Portugal, Spain and France, November 23-December 8. Basque country and Pyrenees, French TGV and more.

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122 (916/836-1745) is offering the following foreign rail tour:

Deep South Latin Express, October 4-November 2 or October 18-November 2. From $3195.

NEW ZEALAND RAILFANS TOUR, October 9-26. Fully escorted tours take you to Raurimu Spiral, Glenbrook Vintage Railway, Awamutu Railway Museum, steam on Silverstream Railway, NZ Alps, Christchurch and many other locations. North Island only, $1850; South Island only, $1912; both islands, $2677. For more details, contact: NZTP, 6033 W. Century Boulevard, Suite 1270, Los Angeles, CA 90045; 213/338-1538.

RAILROADIANA MEETS

GREENBERG's Great Train, Doll House and Toy Show will be held at the following locations 11am-5pm. Admission $5; under 12 free with adult. For further information contact: Greenberg Shows, Sykesville, MD 21784; 301/795-7447.

Towson, Maryland, July 13-14, Towson Center, Towson State University.

Monroeville, Pennsylvania, July 20-21, Pittsburgh Expo Mart.

Gaithersburg, Maryland, July 27-28, Rio at Washington Center.

Philadelphia, Pennsylvania, August 3-4, Philadelphia Civic Center.

Huntington, West Virginia, August 10-11, Huntington Civic Center.

New Orleans, Louisiana, August 17-18, Pontchartrain Center.

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RALEIGH, NORTH CAROLINA, July 13-14. Eighth North State Toy & Train Show at North Carolina State Fairgrounds, 1025 Blueridge Road, 9am-5pm Saturday, 10am-4:30pm Sunday. Admission $4. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

NEW HAVEN, CONNECTICUT, August 3. Transportation Paper Show in conjunction with annual convention of National Association of Timetable Collectors at Park Plaza Hotel, 155 Temple Street, 9am-3pm. Admission $2. Top dealers in the country in timetables and historic transportation paper. Tables $30. For information send LSASE to: Brunswick, 129 Church Street, New Haven, CT 06510, or phone 203/393-1799 evenings

ATLANTA, GEORGIA, August 17. Southeastern Railroadiana Collector's 14th Annual Show at Georgia International Convention and Trade Center, south of Atlanta Airport, 9am-4pm. Admission $3; 12 and under free, tables $30. Send LSASE to: Jack Martin, 4183 Paran Pines, Atlanta, GA 30327.

GILBERTSVILLE, PENNSYLVANIA, August 18. Gilbertsville Train-O-Rama at Gilbertsville Fire House on Route 73, east of Route 100, 9am-2pm. Adults $2; under 12 free with adult. Contact: Mary Preudhomme, R.D. 7, Box 792, Boyertown, PA 19512; 215/367-7857.

Railroadiana

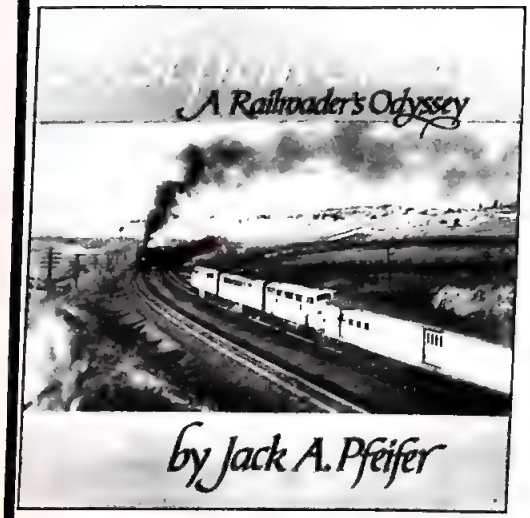
BY BRUCE KELLY

What's New?

Donald Robertson's *Encyclopedia of Western Railroad History Volume 2 — The Mountain States* picks up where the previous volume on "The Desert States" left off, this time cataloging "virtually every steam railroad that owned or operated ten miles or more of track" in Idaho, Montana, Wyoming and Colorado. The beginning of each state's chapter includes several maps showing early railroad development, then there are smaller maps for nearly every one of the 326 companies whose listings are arranged alphabetically. Each listing describes very briefly the railroad's date of construction, any subsequent reorganizations or mergers with other companies and its present status, along with mileage and maximum grades, type of operations and (where available) motive power rosters. Not all the listings are 100% complete, as information on grades, rail weight and other items was apparently not available on every outfit, but at 432 pages, this 8½"×11" hardcover with its 242 maps and more than 150 archival black & white photos is a remarkable source for tracking down the roots of railroads — many of them long-since vanished — which served the mountain states. It sells for $42.95 postpaid (Tex. res. add tax) from Western Railroad History, Taylor Publishing Company, 1550 W. Mockingbird, Dallas, TX 75235.

Cape Cod Railroads — Including Martha's Vineyard and Nantucket by Robert Farson is a 336-page 8½"×11" hardcover history on the Cape Cod Railroad, Cape Cod Central, Old Colony, Chatham Railroad and other lines that served this tiny corner of the Northeast since 1848. Among the 320 black & white photos and maps are turn of the century scenes of 4-4-0s hauling passengers off the ferry pier at Oak Bluffs and stations and towers under construction and in operation. Several pages cover the diesel era doings of Penn Central, Conrail and Cape Cod & Hyannis. The color dust jacket painting by Ted Rose titled "Woods Hole Connection" depicts the multi-track pier at Woods Hole where New Haven trains transferred passengers with steamboats to Martha's Vineyard and Nantucket. It sells for $39.95 plus $2.50 shipping (Mass. res. add tax) from Cape Cod Historical Publications, P.O. Box 281, Yarmouth Port, MA 02675

Each year, the Colorado Railroad Museum puts out a hardcover compilation of illustrated, historical articles in their *Colorado Rail Annual*. This year's edition (No.19), a 236-page 8½"×11" hardcover titled *Coal, Cinders and Parlor Cars*, contains articles on Colorado Midland passenger service by William Gale, Denver's first light rail network by Thomas Noel and 50 years of passenger trains out of Silverton by Robert Richardson, Rich Farewell and John Walker, Jr. Providing an unusual diversion is Ron Hill's closing



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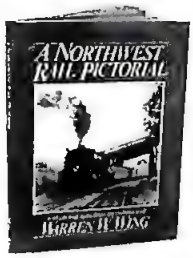

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piece on narrow gauge steam in Zimbabwe. There are more than 220 illustrations (twelve in color), some of the most dramatic being Farewell's contemporary shots of Durango & Silverton action and Hill's sharp black & white and color work with the Beyer Garratts in regular service in South Africa. The balance of the articles rely mostly on vintage material including Richardson's fascinating photos of K-28 473 and crew clearing snow south of Silverton in the 1950s. *Colorado Rail Annual No.19 — Coal, Cinders and Parlor Cars* sells for $39.95 postpaid from Colorado Railroad Museum, Department R, Box 10, Golden, CO 80402.

Scanners and More from Railcom

The Uniden BC-760XLT mobile scanner and Maxrad high band gain antenna described in this month's CAMERA BAG are just a few of the fine products available from Railcom, a dealer specializing in radio gear for railfans and working railroaders. They currently list many of the popular scanners from Uniden/Bearcat and Cobra but have been closing out stock on Regency units, which have been phased out since Uniden's takeover of Regency. Railcom also sells a variety of antennas for mobile monitoring from Motorola, Maxrad and Antenna Specialists, as well as chargers, battery packs and other accessories. Many of the products have been tested by Railcom to determine which are the best for railroad application.

One of the best deals on a mobile scanning setup is a "Railscan" package from Railcom, which combines the scanner of your choice with a Maxrad MHB-5800 5/8-wave, 3-db high band gain antenna (custom cut for optimum reception of railroad frequencies) and a magnetic mount with twelve feet of RG-58U cable and BNC connector. Mobile scanners come with vehicle mounting hardware. The Railscan 760 Package ($330.00) puts the gain antenna system together with Uniden's BC-760XLT 100-channel programmable scanner, a compact (6 5/16"W×7 3/8"D×1 5/8"H) underdash unit that covers the railroad band plus weather, aviation, police, fire and many other bands. In addition to its power cord with inline fuse for direct wiring to your car's battery or fuse box, the BC-760XLT comes with an a.c. adaptor cord and telescoping antenna for use indoors.

Railcom's Railscan 100 Package ($270.00) and Railscan 200 Package ($330.00) each offer the same gain antenna system with either of Uniden's most popular hand-held scanners, the 100-channel BC-100XLT or the 200-channel (including 800 MHz) BC-200XLT. Both hand held models group their frequencies in ten banks and have such functions as delay, priority, keyboard lock and illuminated displays. When you leave the car, you can keep monitoring by disconnecting the BC-100XLT or BC-200XLT from the rooftop antenna cable and attaching the standard rubber ducky antenna.

Motorola's Radius series two-way handheld, mobile and portapack radios are also available from Railcom. If you're shopping around for a good scanner/antenna package and want to deal with someone who knows your railfanning needs, write or call Railcom, Box 38881, Germantown, TN 38183; 901/755-1514.

Book Reviews

"Pacific: 2472's Family Album," by Kenneth G. Johnsen, published by Interurban Press, P.O. Box 6444, Glendale, CA 91225, 818/240-9130, 134 8 1/2"×11" pages, softcover. $24.95 plus $2 postage & handling, (Cal. res. add tax).

The Southern Pacific now has a new steam locomotive to "star" alongside *Daylight* 4449 and Cotton Belt 819. After its triumphant arrival at Sacramento Railfair '91, you'll surely be seeing a lot more of the Bay Area's Espee Pacific 2472. This handsome "Standard Era" 4-6-2 has steamed out of obscurity, and many fans will want to know some of the background of the SP 4-6-2s and the 2472 in particular.

Anticipating the resurrection of the 2472, Ken Johnsen gathered up a fine selection of

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photographs of SP 4-6-2s and assembled them into this "family album" of the fleet. This book was never intended to be a technical study of SP 4-6-2s, and it makes no attempt to compare the various classes or rebuild programs, although much of that information is scattered throughout the captions. The overview is general, and the subjects covered range from builders photos to a study of as-delivered tenders and even the streamlined "baby *Daylight*" 4-6-2s used in Texas.

It's the photos that are the primary delight here, and they are presented in neat layouts with good reproduction. You'll find such expected images as P8s hustling the Harrimans on the Peninsula commute service as well as unusual pictures like an unpainted streamlined Texas engine on her break-in run and even P5 2445 dolled up with buffers and European smoke deflectors for a movie about World War II. There are a handful of views of each of the three surviving SP 4-6-2s (2472 from San Mateo, 2479 in San Jose and 2467 in Oakland as well as the "Harriman Standard" sister of the all-gone SP straight-boilered early Pacifics, Union Pacific 3206 in Spokane). The Howard Fogg full-color cover painting and a beautiful b&w action pacing photo highlight the coverage of the 2472 herself.

Although a very complete roster lists every SP family 4-6-2 by number, class, builder's data and disposition, I personally would have welcomed a comparison of the technical specs of each of the classes and a discussion of how all those dozen-or-so classes related to each other. After encountering the 2472 live and up close, however, this book gave me a good sense of perspective on a new-found friend. One thing's for sure, with her wagon-top boiler and well-proportioned 120-C-3 tender, the 2472 is a superb example of the finest of traditional SP motive power, and you won't find any better-looking locomotive in this family album — J.B.

Videos

BY MIKE DEL VECCHIO

New Arrivals

One of those vintage film collections that really makes the video boom enjoyable is **"Steam Locos on Industrial and Short Lines, Volume 1,"** produced by JMJ Productions, P.O. Box 4449, Hollywood, FL 33083; 800/225-8203. The footage presented here was shot between the late 1940s and early 1960s by well-known cinematographer August Thieme, who made a real effort to film those last holdouts of steam. In this show eleven steam short lines and industrials are shown. The better-known lines include the Kentucky & Tennessee, Buffalo Creek & Gauley, Virginia Blue Ridge and the original Norfolk Southern. The industrial lines include those operated by Dixie Sand & Gravel, Pembroke Limestone Company (three-foot gauge), David M. Lea Co., Virginia Electric & Power Co., Tredegar Iron Co., Old Dominion Iron & Steel and Eastern Gas & Fuel Associates. The footage is mostly color with some black & white. The sound was recorded separately and is generally combined with up-beat regional music background. In many places on the tape, the synch of the sound to the wheels is exact. The transfer to video is very good, and informative narration accompanies each segment. The footage itself is well shot, generally steady with creative compositions that capture the feel of the respective roads. The motive power is mostly small — 0-4-0Ts and 0-6-0s on the industrials and 2-8-0s and 2-8-2s on the VBR, BC&G and the K&T — the latter three "big" roads occupy the most time in the show. This tape should be in every railfan's archive, and a Volume 2 is in the works. 60 minutes, $44.95 postpaid in the U.S. ($3.50 shipping to Canada).

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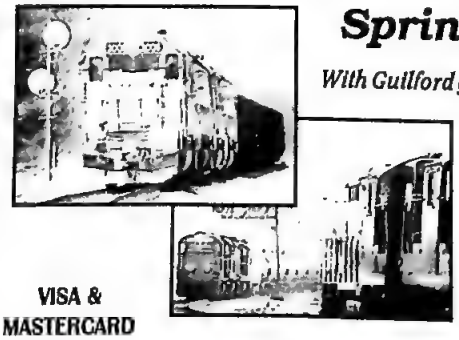

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"Pickin' 'em up and layin' 'em down," produced by Trackside Video, P.O. Box 234, Forest Park, GA 30051; 800/548-8476, covers a little-known freight run of restored Atlanta & West Point 4-6-2 290 that occurred in August of 1990. Normally operating for the New Georgia Railroad on an 18-mile loop of track around Atlanta, the 290 was to be on display in Jacksonville, Florida, to help the North Florida United Fund Campaign raise money, and the heavy Pacific made a four-day unassisted ferry move hauling freight in both directions (18 cars southbound, returning with 27 cars). Southbound the 290 traversed former-Seaboard Air Line rails into Jacksonville and returned via the same line, except for the final 20 miles on August 30, 1990, when 290 was diverted onto former-A&WP rails at Union City well after dark (described, but not shown on the tape). Trackside crews followed the 290 on all four days with professional ¾" video equipment, and they shot some impressive footage. Behind the 290 in the consist was an auxiliary tender and two crew coaches resulting in a "New Georgia mixed"-looking modern freight train. The views are varied consisting of mostly lineside and runbys with some pacing including a dramatic runby near Waycross in a driving rain and lightning storm. The sound is live, and the narration is pleasant and not over-informing. Locations are added electronically. 54 minutes, $29.95 plus $2.50 shipping.

Feature Reviews

"Trolleys — The Cars That Built Our Cities," produced by Transit Gloria Mundi, P.O. Box 2284, South Burlington, VT 05407; 800/843-0048. VHS only, VISA and MasterCard accepted, 54 minutes $39.95 postpaid (Vt. and Md. res. add sales tax).

Every once in a while a videotape comes along that really deserves special recognition for content and quality. The producers spent over four years searching through film archives and private collections and combining it with a thorough research job to put together just about the best videotape on the subject to grace our hobby. As the title suggests, it's about the trolley car.

At the risk of sounding like a Joe Diaz book review, this program shows the complete history of the trolley car from its early 19th Century beginnings when rails were first laid in streets and the cars were pulled by horses and later pulled by small, boxy steam locomotives followed by the electric trolleys that we know today. Unlike a book, however, the horsecars — and everything else that follows — are all set to motion in what have to be some of the oldest films in existence.

The program is broken down into segments, and most of the show is made up of vintage footage. The early material is black & white, and there is plenty of color footage shot during the 1940s and '50s, plus a smattering of still photos. Seven "chapters" cover the beginnings, operations, preservation and contemporary rebirth of electric transit.

"Trolley . . ." as a production has all the elements: great content, excellent editing and narration and proper use of background music and mechanical sounds behind the silent footage. The transfer of film to video is very good, and the contemporary footage was shot on professional equipment. I am not a "juice fan" by any means, but this program completely impressed me. The old footage, in particular, is quite fascinating — like the safety films demonstrating the first "lifeguard fender" netting on the front of older trolleys and auto/trolley collisions, New York City's elevated using both steam and cable power, Pacific Electric's steep and twisting narrow gauge line to Echo Mountain and the line through Niagara Falls, to name some of it.

The color footage will impress even the hardcore with scenes from Kansas City; Washington, D.C.; the first days of Brilliners in Atlantic City and the "Bullet" cars in Philadelphia. There are also color scenes of the former-"Red Devils" on the Liberty Bell Route and the CRANDIC (Cedar Rapids &

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Iowa City) along with other action on Scranton's Laurel Line, Wilkes Barre's electric railway, the West Penn Traction Company and Johnstown (Pa.) Traction, Ottawa and Montreal equipment, Baltimore and its woodbodied Brills and more (of course, the North Shore Line).

The show ends on a upbeat note looking at preserved equipment and the rebirth of "light rail" in North America, plus a look at the American-inspired equipment running in Europe. It's all here, and I'll bet you'll be surprised to learn how many San Francisco-like cable car systems this country once had. Or how recently a regular service horsecar quit operating. Or which city actually operated the first electric trolley (No, it wasn't Scranton).

This is one program that should please everyone, and I hope it sets a standard for documentaries (other producers, take note). And don't be surprised if "Trolley . . ." should appear on cable television, as the editing is that good and the program is that enjoyable. While watching this tape, my wife Cheryl was listening from the next room and started watching — calling it the best tape I've ever brought home. I guess that means "two thumbs up" — M.D.

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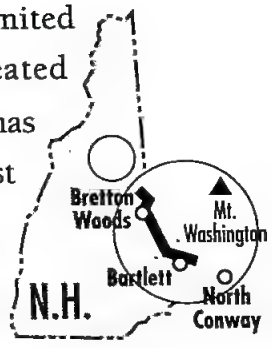

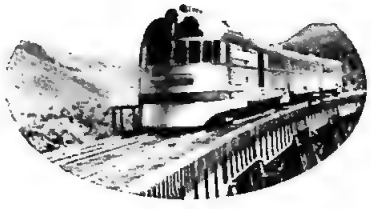

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About the time Ted Blishak first heard the mournful whistles of Pennsy K4s during his formative years in Ambridge, Pennsylvania, his future wife Sylvia was listening to Southern Pacific's *Coast Daylights* chuffing through San Luis Obispo, California. In 1941 Ted received a Lionel Standard Gauge set from his Dad for Christmas. Sylvia found a Lionel set, complete with a Baby Ruth boxcar, under her Christmas tree that same year. Ted, meanwhile, still thought that all steam engines were black and sooty, until he discovered a crimson and orange cardboard cutout of a *Daylight* in his Kellogg's Pep box one morning.

Sylvia's father, Homer Hamlin, was a fireman for the SP. She remembers him coming home wearing overalls and a coat of gray grime which covered everything but the whites of his eyes. "He used to take me down to the station, where they put helper engines on to climb over the Cuesta Grade," she recalls. "Dad's idea of a vacation trip was to get in the car, stop on mountain summits overlooking UP or Santa Fe tracks, and wait for a train to go by. Then we'd set up a tent right next to a railroad track out in the desert someplace and be jolted awake about midnight when big steam engines roaring past made the ground shake."

Ted enjoyed the activity around the Pennsy yards on the shores of the Ohio River near his home north of Pittsburgh. He remembers getting invited aboard a wooden caboose, presided over by one Curly Bloom — a Randolph Scott look-alike. "He was keeping warm beside a pot-bellied coal stove and pouring coffee from an enameled pot. A rear brakeman climbed aboard, took one look at me sitting there, and said, 'What's that S.O.B. doing in here?' Curly replied, 'There weren't no S.O.B. here — 'til *you* came aboard!'

"Another time, I talked my way into the cab of a diesel switcher. When we got to the Fourteenth Street grade crossing, the engineer said, 'There's a blankety-blank flagman who'll report me if he sees you in here. Better hit the floor.' And I did — then saw I was right beside the DANGER, 600 VOLTS sign!"

"For all but one year of my life, I've lived within earshot of the SP," Sylvia recalls. "I spent my freshman year of college in New Hampshire, and the Boston & Maine almost made a non-railfan out of me. Their trains often had heat and power failures. And once I asked a station agent if the train I was wait-

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ing for would arrive on time. He rolled his eyes at my guilelessness and said, 'Lady, that train hasn't arrived on time in two years!' I came back to California on the old *California Zephyr*. When I got home I noticed that the SP's steam engines were retired. I couldn't believe they were gone! I thought they'd always be pulling the *Daylights* through town — the diesels just weren't the same. I missed those sunshine-colored GS4s."

Ted and Sylvia met while both were employed at an electronics firm in Silicon Valley in the 1960s. In those days, while his colleagues flew to the East Coast on business, Ted traveled cross-country on the grand name trains, like the *California Zephyr*, the *Super Chief* and the *City of Los Angeles*. Sylvia first noticed Ted because he had pictures of trains all over his office. "I didn't realize until after we were married that they were all diesels — he thought steam engines were crude and old-fashioned!" she recalls.

This alarming potential for irreconcilable differences was averted when the shiny green *Flying Scotsman*, on a visit to California, began steaming along San Francisco's Embarcadero. Sylvia took a picture of her 6'3" husband standing next to the wheels of the giant 4-6-2, showing the driving wheels standing as tall as Ted. He has been a steam enthusiast ever since.

One of the Blishaks' peak experiences was being invited to join a handful of other journalists on a ride behind the UP 8444-3985 doubleheader that steamed to Railfair 1981 in Sacramento. The couple have traveled far and wide in search of train experiences. They went to El Salvador for a steam excursion, to France to ride the 186-m.p.h. TGV *Atlantique* and to Scotland for the luxury landcruise *Queen of Scots* trip. They travel on Amtrak three or four times a year.

Although the article about riding the UP excursion through Feather River Canyon is their first feature in R&R, the Blishaks have contributed to numerous other travel-related publications. Ted's byline has appeared in *Passenger Train Journal*, *Train Rider* and *Rail Travel News*, which often uses his photos on the cover. He has also written about vintage Buicks for the San Francisco *Examiner*, *Car & Collector* and the *Buick Bugle*.

Sylvia is now a full-time freelance writer and photographer. She began her career in 1976 with a *Rail Travel News* article about an old friend, SP *Daylight* 4449 when it powered the *Freedom Train*. Other articles have appeared in *Passenger Train Journal*, *The International Railway Traveler*, *The Educated Traveler*, *Train Rider*, *Motours*, *TravelAge West* and various newspapers.

Her stories about unusual travel experiences (walking through the Scottish borders, cruising in Japan) have been in the Chicago *Sun-Times* and *International Living*; articles on business management have appeared in *Nation's Business* and *Entrepreneur*. She is a member of the American Society of Journalists & Authors, the International Food, Wine & Travel Writer's Association, the National Writer's Club and the Associated Business Writers of America.

Ted and Sylvia live in Menlo Park, California, and are currently working on a book with the working title "*Nostalgia and Elegance on the New Cruise Trains.*"

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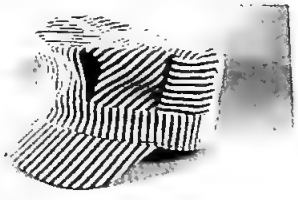

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BY JIM BOYD

Better Mobile Scanning

GUEST COLUMNIST: BRUCE KELLY

I first learned that not all scanning radios are created equal back in 1987 when railfans in the Northwest were converging on BN's ex-SP&S High Line between Pasco and Spokane, Washington, during that line's final months of service before being shut down. One day while shooting the High Line, photographer Colin Johnson from Portland parked his car next to mine at trackside near the famous Burr Canyon Bridge above the Snake River so we could compare notes on train activity. I noticed that while my humble little Bearcat BC-100 hand-held scanner remained fairly quiet (picking up only the occasional transmission from nearby trains or talking defect detectors), Colin's hand-held scanner, which was mounted on a custom dashboard bracket and connected to a rooftop antenna, kept squawking away with clear signals from all over the region. Colin's better reception came not just from the type of scanner he had, but more from the use of a rooftop antenna, which was custom "tuned" to the railroad band (more on that later). Such experiences, combined with the limitations and growing problems of my dinosaur of a scanner (the BC-100 had been a pioneer in hand-held programmable scanner technology), led me to finally invest in a better scanning setup for my car.

Before I tell you what I bought, let me explain what I have found to be some basic criteria for mobile scanning. Aside from the antenna, a major factor in how well a scanner is able to receive transmissions, especially those from distant or low-power sources (a brakeman's portable radio is typically a low-power transmitter), is its *sensitivity*. Scanner sensitivity is measured in fractional microvolts, usually shown in decimal form in sales literature or catalogs. A lower decimal means greater sensitivity. For several years, many programmable scanners had a sensitivity of 0.5 or 0.6 microvolts, but most recent hand-held and mobile models have a sensitivity of 0.4 microvolts, which is quite good for average railfan use, and some tabletop base units have an even better sensitivity of 0.3 microvolts. Industrial or aviation receivers which cover only a narrow range of frequencies may boast sensitivity of 0.3 microvolts or better, but their high cost and inability to scan a large number of channels make them rather unattractive to most railfans. However, if you have money to burn and don't need a full-feature scanner, an industrial grade receiver can do a great job of pulling in weak and distant signals.

A scanner's sensitivity may vary across different frequency ranges; it may operate at 0.4 microvolts in the 132-174 MHz "high band" range (which covers the 160-162 MHz range used by most railroads) while offering only 0.5 microvolts in the 406-512 MHz range and an even weaker 1.0 microvolts in the relatively new 806-956 MHz band. Pay as much attention to sensitivity as you would features and price when you shop around for a new scanner.

Equally important as the quality of the scanner is the type of antenna it's connected to. Railroad radio signals travel basically in straight lines from their source and can be blocked by physical obstacles, so if you're driving among city buildings or are deep in a canyon out of sight of the railroad, your reception won't be nearly as good as it would be out in open country or on a road that's high above the surrounding terrain. You can vastly improve your reception in any of these

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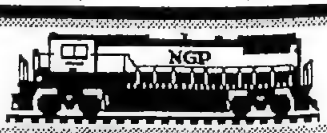

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conditions by using a roof-mounted high band *gain*antenna which has been "tuned" (cut to a specific length) for the 160-161 MHz range. Whether held in place by a permanent mount or a magnetic mount (the latter lets you tuck the antenna away inside the car for safe keeping or for driving under very low structures), a high band gain antenna in the middle of your car's roof will vastly improve reception, and unless you have a vinyl top, the metal roof will act somewhat like a radar dish to help gather signals toward the antenna. Scanner and electronics outlets often sell low-priced "multi-band" or "universal" roof antennas which in many cases are only a minor improvement over the "rubber ducky" antennas on hand-held scanners. Usually measuring just under two feet, these may be sold as metal whips (often with a load coil in the middle), or as rigid fibreglass rods with thin wire spiralled around the core. A high band gain antenna is different. It's designed especially for the high band range (which railroads happen to use), and its flexible metal whip is about three feet long and thus reaches higher into the air and is better able to absorb radio waves than shorter, less-sensitive antennas. Most gain antennas come with a sheet describing the specific length (down to the 16th of an inch) you should cut it to for optimum reception of a particular frequency range. However, an antenna trimmed for railroad listening will still get adequate reception of most other transmissions such as fire, police and aircraft. (Mobile monitoring of fire or police frequencies is illegal without a permit in some areas, so check local restrictions.)

BRUCE KELLY

AN UNDER DASH SCANNER such as Uniden's BC-760XLT is easier to operate while driving than a hand-held unit and will generally perform better.

Depending on the height of your vehicle, a rooftop antenna may become a nuisance if the places where you regularly drive have extremely low clearances. A gain antenna is usually flexible enough to bend harmlessly under most structures, but dragging it against the ceiling of a large multi-level parking garage may eventually cause permanent damage, and at the very least an irritating racket. Using a magnetic mount will solve this problem, as you can quickly remove the antenna and toss it on the back seat or in the trunk, a feature that's also handy in areas where thieves consider a roof antenna to be a clue that there's an expensive C.B. radio or car phone inside. A magnetic mount antenna is just as quick and easy to install as it is to remove, so you can put it on the family car only when necessary, and when flying to distant rail places you can have the rental car "radio equipped" in minutes.

In choosing a magnetic mount, or an antenna with the magnetic mount built in, be sure to get one with a wide and powerful magnetic base. I once used a "multi-band" Radio Shack scanner antenna with a wimpy magnetic base barely three inches in diameter. When driving on a two-lane highway, the wind gust from a flat-faced Peterbilt truck heading the other way was usually all it took to knock the antenna over. *Note*: always keep magnetic mounts away from audio and video tapes, computer discs and other items which can be distorted or erased by magnetic fields.

One final consideration when choosing a mobile scanning system is whether to use a hand-held scanner or a true mobile scanner which can be mounted in or under the dashboard. A hand- held can be a nice choice because it's a multi-purpose unit that can work in your home, or clipped to your belt at trackside as well as in your car. It can feed off a rooftop antenna using the same jack that's used for its rubber ducky antenna. And to save its battery power for use while away from the car, a hand-held can be powered by an adapter cord that connects with the car's fuse box or cigarette lighter. However, when its batteries are low or exhausted, a hand-held may not function properly on the power drawn from the car unless the adapter cord

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has a really good convertor that will supply the exact output the scanner requires.

In most cases, a mobile scanner mounted in or under the dash is easier to operate while driving than a hand-held, and its constant power supply from the car battery means you'll never have to worry about losing power in the middle of a day's shooting. Hand-helds have come a long way, but most don't offer the reception, power, features and audio output of a good mobile unit. Many under-dash scanners have a mounting bracket that allows you to loosen a couple thumbscrews for quick removal of the unit for save storage in crime areas or for tabletop listening indoors (made possible with an a.c. adapter and telescoping antenna, standard accessories with some mobile scanners).

When I decided it was time to invest in a new mobile scanner/gain antenna setup, I looked for a retailer who would understand my specific needs as a railfan and could offer the right kind of antenna for railroad listening. Railcom is a company which specializes in scanners for rail enthusiasts and two-way radio equipment for railroad and industrial use. (You may have seen their ads in such industry magazines as *Railway Age*. For more on Railcom see RAILROADIANA). I described my needs to John Focht at Railcom, and among the several hand-held and mobile scanners he mentioned, he highly recommended (and I soon purchased) the Uniden/Bearcat BC-760XLT 100-channel unit. The same unit is also being marketed as this year's BC-950XLT model. The sensitivity of the BC-760XLT in the railroad band is 0.4 microvolts or better, and in addition to the usual programmable features (delay, lockout, priority, search, etc.) it has "service scan" which automatically seeks out police, fire/emergency, aircraft, marine or weather frequencies at the touch of a button. The weather button is great for railfans who want a quick, one-touch check of the local forecasts.

The 100 available channels are set up in five 20-channel banks for convenient call-up of certain frequency groups. I've programmed Conrail and NJ Transit frequencies into Bank 1, Susquehanna into Bank 2, D&H into Bank 3 and a variety of less-used frequencies into Banks 4 and 5, leaving several empty channels in each bank for frequencies I may add later. I can monitor one bank at a time or any combination of the five depending on the area in which I'm shooting.

Power comes from a direct battery link in the fuse box of my truck, and an internal lithium battery (supposedly good for five years) maintains program memory whenever the scanner is disconnected from its power source. Nighttime use is made easy by an illuminated LCD display.

Along with the BC-760XLT scanner, Railcom recommended a Maxrad MHB-5800

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5/8-wave, 3-db high band gain antenna with a magnetic mount. Railcom even trims the antenna to the railroad band for you. For use on my Chevy S-10 Blazer, I have the antenna positioned at the center of the roof with the RG-58U cable running back along the rooftop luggage rack, between the rubber seal and swing-up window of the rear cargo hatch and under the floor mats to finally tie into the scanner with a BNC connector. When running the antenna cable through window or door openings, make sure the cable won't be damaged by door or window movement and that it won't allow rain or snow to seep through rubber weather seals.

My BC-760XLT setup is a vast improvement over my previous combination of a BC-100 hand-held scanner and generic multi-band rooftop antenna. It's fun and easy to use while driving, and when I jump in the truck to go railfanning I don't need to worry if the scanner's batteries have a full charge or not. More important, it picks up weak and distant signals I couldn't hear before. Yard-masters, talking defect detectors and other short range transmissions that used to come in as garbled static from 30 miles away or more are now as loud and clear as the long range transmissions from the dispatcher. On a recent chase of NYS&W action near Warwick, New York, I was picking up Conrail's Berkshire Dispatcher, who controls the old Boston & Albany main east of Albany's Selkirk Yard. I don't know if the transmission had been boosted by a repeater or not (I received it on the regular frequency for Conrail Channel 1), but either way it was remarkable to hear so clearly the dispatcher of a main line which lies 100 miles or more away across very hilly terrain.

The scanner has a loud, crisp speaker outlet on its underside that works great on its own, but I can also plug in a compact Motorola voice speaker if I want to hear things clearly from several yards outside the vehicle.

Just like that SP&S experience a few years ago, I can now sit in the Blazer with the BC-760XLT squawking out all kinds of railroad talk while holding the old BC-100 and its rubber ducky antenna and watching it scan away in virtual silence. For now, the BC-100 will still be used on those "hike in" photo adventures, but the new mobile scanner has virtually doubled my ability to keep track of the trains while on the move or parked along the railroad.

If you're happy with your present scanner, a tuned, high band gain antenna may be all you need to improve your mobile monitoring. If you're looking for your first scanner or an upgraded model, compare units not only for price and function but for sensitivity and power as well. When you're missing half the transmissions, you could be missing half the trains. ⊂

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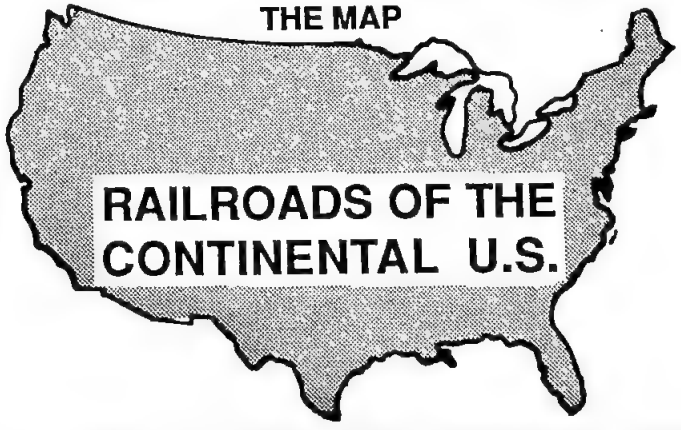

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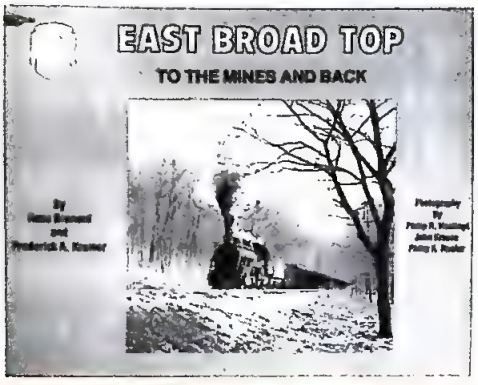

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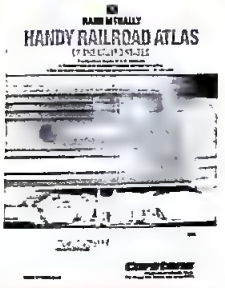

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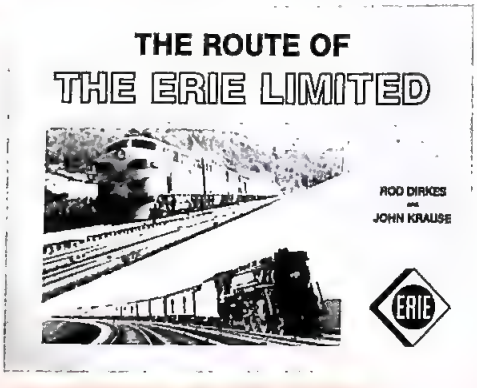

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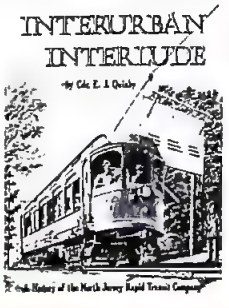

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Tenth Annual R&LHS Awards

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THE SENIOR ACHIEVEMENT Award for 1991 was presented to artist Gil Reid for his distinctive and lively interpretation of rail subjects. He posed at the banquet with his award in the company of his friend and fellow artist Ted Rose.

Railfair '91 provided an additional attraction in Sacramento for the annual convention of the Railway & Locomotive Historical Society, where the tenth annual R&LHS Railroad History Awards were presented at the banquet on the Saturday evening of May 4, 1991.

The Gerald M. Best Senior Achievement Award for "significant contribution of long standing to the writing, preservation, and/or interpretation of North America's railroading history" was presented to artist Gil Reid. The R&LHS observed, "It is interpretation that is the watchword in the case of Gil Reid. Through his wonderful watercolors, Gil has interpreted the American railroad scene for over five decades. His first painting to be published — in full color — was in *Trains* magazine, June 1943. Called 'Noonday Waterstop,' Gil's picture depicted a Pacific-type locomotive in one of the classical poses: paused for thirst, engineer climbing down from the cab, fireman maneuvering the spout

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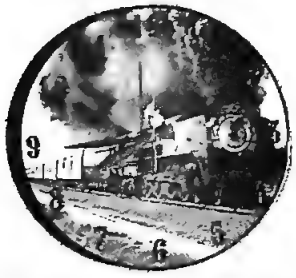

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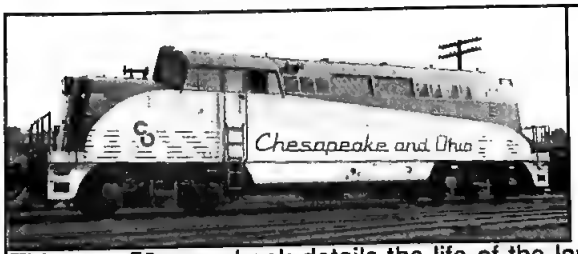

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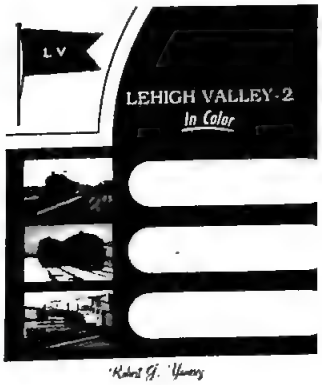

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from a big, red watertank. You could feel both the heat of the day and the heat of the boiler, beating on the crew and on the viewer.

"Gil's pictures are exhaustively researched for historical context and historical detail. His painting style is lively, capturing a moment and a mood, and with people usually key elements in the composition, for railroading is a lively, human enterprise. This is interpretation in its finest sense, where history comes alive and is then captured for us and for future generations to enjoy and appreciate.

"Forty-eight years have accumulated since 'Noonday Waterstop,' and in that time Gil has become one of the most admired and prolific artists of railroad subjects practicing in this country. To say he is an institution, himself, is perhaps an understatement. In his disarming modesty, Gil would deny it, but it is true all the same. He worked for Kalmbach Publishing Co. for 21 years, where he did one of his most striking series of pictures, as black & white ink washes illustrating some of the railroad prose of the novelist, Thomas Wolfe.

"He struck out on his own in 1978 as a freelance artist. His prints are well known, his commissions numerous, and his long association with Amtrak and its annual calendar will resume next year. Gil is the first painter recognized in the Railroad History Awards, and we honor him for his singular achievement."

The Fred A. and Jane R. Stindt Photography Award recognizes outstanding contribution to the photographic interpretation of North America's railroading history, and it was presented this year to J. Parker Lamb, for his photography over some 40 years.

"Parker Lamb teaches mechanical and aerospace engineering at the University of Texas at Austin, holding the Ernest Cockrell Professorship of Engineering. His accomplishments in his professional field are significant and numerous. But people with an interest in railroad photography have known him from the credit line, 'J.P. Lamb, Jr.'

"One of the first published photographers in our field to concentrate his creative work on the new era of the diesel, Parker began his serious photography in the early 1950s. Steam fascinated him, but the transition to the new diesels captured his attention as a key historical period in its own right, and he covered that period particularly well in the South and the Midwest. His credits in magazines and books are numerous; while other well-known photographers provided most of the imagery of the passing of steam, it was often Parker who provided the best contextual images of the conquering diesels.

"Parker credits Phil Hastings, Dick Steinheimer and Jim Shaughnessey as heavily influencing his work. The flair for composition and context is apparent in a Lamb image. He, in turn, influenced one who eventually became the editor of R&R. When Parker was a graduate student at the University of Illinois, he met Jim Boyd, and it was Parker who sold Jim his first 'big' camera, a Kodak Chevron 2¼ rangefinder.

"Since then, Parker has photographed trains and the railroad scene all over North American, and he has provided us a rich body of work, and a legacy."

The Railroad History Book Award is for an outstanding work of lasting significance to the interpretation of North America's railroading history. Eligible books this year were those published from 1988 through 1990. This year's nominees were: J. David, Conrad, *The Steam Locomotive Directory of North America*, Transportation Trails, 1988; John A. Eagle, *The Canadian Pacific Railway and the Development of Western Canada, 1896-1914*, McGill-Queens University Press, 1989; Herbert H. Harwood, *The Royal Blue Line*, Greenberg Press, 1989; George W. Hilton, *American Narrow Gauge Railroads*, Stanford University Press, 1990; Maury Klein, *Union Pacific: The Rebirth, 1894-1969*, Doubleday, 1989; Stan Mailer, *Green Bay & Western, The First 111 Years*, Hundman Publishing, 1989; Robert C. Post, *Street Railways and the Growth of Los Angeles*, Golden West Books, 1989; Ken Rattene, *The Feather River Route—Part One*, Trans-Anglo Books, 1989; Jim Scribbens, *Milwaukee Road Remembered*, Kalmbach Publishing Co., 1990.

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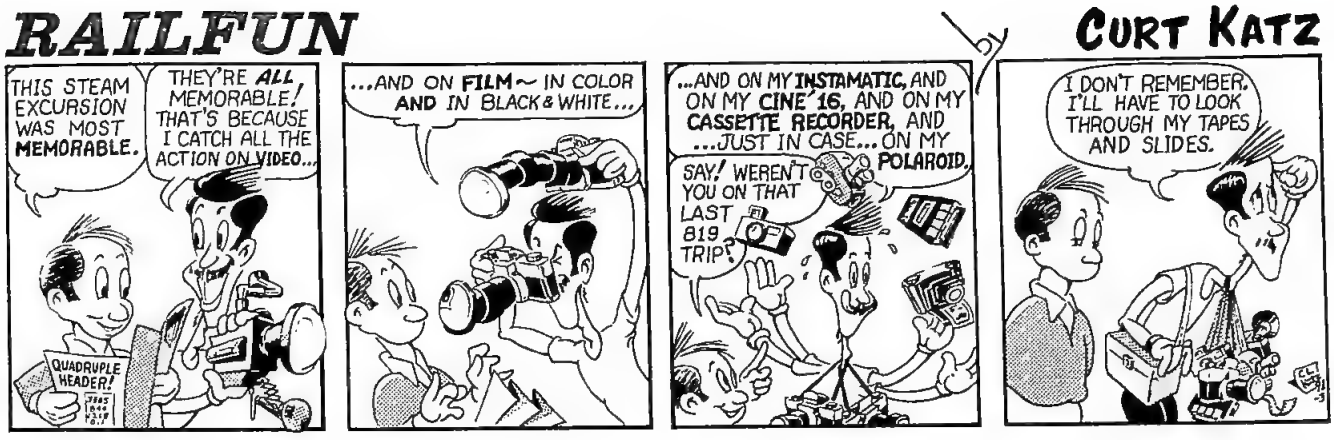
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The R&LHS awards panel was presented with a severe problem this year, since four panel members — including Mr. Hilton — were nominated for Awards. As a result, this year Messrs. Hilton, Post and White were dropped from all panel deliberations once their nominations were received, and Mr. Harwood withdrew his book from further consideration.

In the strong opinion of the panel members participating, George Hilton's *American Narrow Gauge Railroads* was clearly the best book considered.

"It is a major contribution to American scholarship, not just scholarship on railroads but on American social history, economics and technological history generally. As with all Hilton efforts, *American Narrow Gauge Railroads* is also a great read: well-organized, definitively researched, closely argued, wonderfully documented and told with style and wit. It is a captivating story of a world-wide movement — the 'narrow gauge movement' — full of true believers, fascinating technological choices, human foible, economic hocus-pocus and more than its share of charlatans, it seems. Narrow gauge was surely a sidebar to the central railroad story, but Hilton has found one rich vein after another in that sidebar. Hilton covers the 'movement' with wonderful insight and in detail. Then, he offers a short history of *every* narrow-gauge railroad he could find that ever existed!

"Stanford University Press deserves accolades, too, for one of the most careful and handsome book publishing jobs in our field in many, many years. From photo reproduction to maps to paper quality: all is first-class. Hilton's scholarship, combined with Stanford's magnificent publishing make *American Narrow Gauge Railroads* a book that any reader who enjoys good writing and fine books will truly enjoy."

This is George Hilton's second Railroad History Award. His Senior Achievement Award was presented in 1988. George's historical interests are legendary for their breadth — from steamships, to beer and brewing, to baseball. He may not return to railroading for a while: he is currently working on an edition of Ring Lardner's baseball stories and a book on the *Eastland* steamship disaster of 1915.

The David P. Morgan Article Award is for an outstanding article or paper of lasting significance to the interpretation of North America's railroading history. Eligible articles this year were those published from 1989 through 1990, based on cover dates.

(Continued on page 69)

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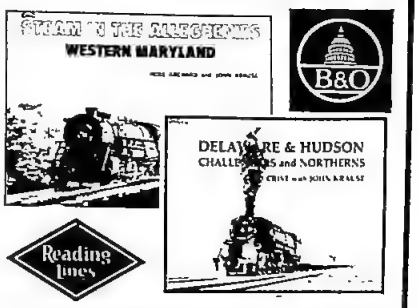

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Transit Currents

St. Louis Metro Link

Some good news from St. Louis is that the formal, official, main groundbreaking for the Metro Link light rail line took place on Friday, March 8, 1991, at the corner of Eighth and Spruce streets in the downtown area near Busch Stadium. That is the straight word from David J. Neubauer, the editor of *Whistle Talk*, the excellent monthly newsletter of the St. Louis Railway Enthusiasts, Inc.

The first stage of the construction will be underway, to the tune of about $100 million, by the time you read this. The light rail line will terminate in the west at two branches, one to the airport. There is a problem with this because the location of the Lambert Airport terminal is being changed around, and as of late March 1991, the airport officials were not sure where the darned thing is going to be. In any event, it now looks as if the east terminal of the airport will have two tracks coming into it, with a single track continuing on to the main terminal to a point that will come within 100 feet of the ticket counters. Neubie writes that the FAA is upset about the electro-magnetic effects of the north line to Berkeley because it may affect the landing system.

Neubie was up at the Illinois Railway Museum for the 50th anniversary of the *Electroliner*, and he said that he ran into everybody under the sun of the traction fraternity, including Ara Mesrobian, Bill Janssen, Richard Kunz, O.R. Cumings, Earl Clark and many others.

At the end of the festive *Electroliner* night, Ralston Taylor, the general manager of the Keokuk Junction Railway, announced that he and his partners in Keokuk had purchased four Boston PCC cars and two former Philadelphia & Western Strafford cars. They plan to operate these cars across the Mississippi River in the summer of 1991 in tourist railway service. The PCCs will be joined back-to-back and will be propelled by means of a diesel generator that will supply the needed amps and volts.

Lake Harriet Line

The Como-Harriet streetcar line of the Minnesota Transportation Museum began its 21st year of service on May 17, 1991. Daily service through Labor Day weekend began on May 24. There is service on weekends before and after the daily operations of the summer season.

For those who would like to do so, it is possible to charter one of the streetcars for $40.00 for a half hour. For information on charters call 612/754-0303.

A new feature this year will be Linden Hills depot, which is a reproduction of the original depot constructed on the site in the year 1900. This, too, opened on May 17 and will be the place to buy car tokens and souvenir items.

Now nearing the completion of six and a half years of restoration, car No.78 of the Duluth Street Railway Company, an 1893 product of La Clede Car Company, is in operation on the Como-Harriet line.

The museum also has several old buses including venerable 1941 Mack 630 and 1954 GM 1399. For more information contact Louis Hoffman, General Superintendent, Minnesota Transportation Museum, Inc. at 612/788-7755 or 612/296-9418.

Houston Chooses Monorail

In a close five-to-four vote on March 28, 1991, the nine members of the Houston Metropolitan Transit Authority board approved the construction of America's first urban monorail system. The $1.27-billion monorail was chosen over a slightly less costly rail system similar to that of San Francisco. Apparently the board felt the monorail would somehow be more effective than a more conventional fixed-guideway system.

Houston has been diddling around with the idea of some sort of fixed-guideway service for much of the last decade. The chosen monorail, similar to that of Disneyland and Disney World, would join downtown Houston with the Galleria to the west and the Texas Medical Center to the southwest of downtown. The Orlando-based Transportation Group, Inc., will build the system; it was chosen in a contest.

In November 1990, the Metropolitan Transit Authority sought proposals from firms to build the proposed 22-mile rail system. The AEG Westinghouse automated rail system that was turned down in favor of the TGI has filed a formal complaint with Metro transit for a bid protest review. The gist of Westinghouse's complaint is that it does not appear that the Metro board chose the monorail system based on its own guidelines or staff evaluation.

Evidently, the Metro staff members outlined many concerns about the monorail, including noise and safety issues. The staff report also called attention to the switching system that moves monorails from one track to another. The staff claimed that the switch was not a proven technology and had not been designed to operate with the speed specified by Metro. The folks at TGI promised to put up a $500-million performance bond to

PLEASE SEND traction news items and any correspondence directly to Prof. George Smerk, Institute for Urban Transportation, 809 E. 9th Street, Bloomington, IN 47405.

BY GEORGE M. SMERK

light rail to Lambert Airport

reduce the financial risk of Metro if the technology should prove to be unreliable.

Meanwhile, in Austin, the Texas General Assembly was considering bills that would force another rail election vote in Houston. This has already won support and approval in the senate. Perhaps the monorail will not be built. Perhaps nothing will be built. Thanks to Mike Murray and Tom Ruffin.

Lake Oswego Trolley

Lake Oswego is a community close by Portland, Oregon, that has an imaginative trolley service. A consortium of local governments in the area purchased the six-mile Jefferson Street line from the Southern Pacific Railway for $1.2 million in 1988. Innocent of overhead wire to power the cars, the line operates trolleys that pull motor generator sets on trailers, thus providing the needed current. The main feature is Number 300, a 1913-vintage American Car Company product that was brought to Portland from San Antonio, Texas. In the Lone Star State it was the last streetcar to operate in San Antonio. A double-decker Blackpool car, dubbed the *Blackpool Belle*, will join in operating the Lake Oswego service in the summer of 1991.

After a break for winter, excursion trolley service began between Lake Oswego and Portland on March 2, 1991. The cars are operated by Gales Creek Enterprises, Ltd., and on Saturdays and Sundays the cars will leave Portland at 10:00 a.m., noon, and 2:00, 4:00 and 6:00 p.m. Cars leave Lake Oswego at 11:00 a.m., 1:00, 3:00 and 5:00 p.m.

The Lake Oswego line began operating in 1990 and lost money during its first season. However, Gales Creek Enterprises' William Hardwick says he believes that they can hang on for a time and that the trolley operation will pay for itself eventually. Thanks to Rollin W. Zawistawski for the news.

New Metra/Electric Shop

I got an interesting letter from Dennis McNeil concerning the new Chicago Metra/Electric maintenance shop. As of February 1991, the Regional Transportation Authority (the oversight agency for Metra and Metra/Electric) was ready to go to bid on a contract for the construction of a new maintenance facility for the care of the rolling stock of Metra/Electric. The heavy repairs on this line, purchased several years ago by RTA from the Illinois Central Railroad, are now carried out at the IC's Woodcrest shops. The work will eventually be done at a new facility to be located at 115th Street. Mr. McNeil writes that he assumes that the location of the new 115th Street shops would be on the site of the former car storage yard on the west side of the electrified track and to the south of the Blue Island branch.

He notes that years ago the old green first-generation electric commuter cars on the IC were maintained at the former Burnside shops. The old shop is now the site of Chicago State University just to the south of 95th Street. All but one of the former shop buildings has been demolished. The other storage area was at the downtown car shop south of 12th Street Station and opposite Soldier Field. Thanks again, Dennis McNeil.

Denver's MAC

When MAC is completed, it will connect the Auraria campus, the new Convention Center, downtown hotels and businesses, the Five Points business district and a variety of local neighborhoods. The area discussed is Denver, Colorado, and MAC is the Metro Area Connection. The Denver Regional Transportation District is serious about rapid transit, and the three-mile at-grade system is intended to deliver on the promise of implementing rapid transit in Denver.

The proposed project will be carried out with local and state dollars and will then be used to leverage some federal dollars. The strategy is that the Urban Mass Transportation Administration would look with much more favor upon additional funding in the future if there is a considerable local component to begin with.

The proposed line would run from 15th and Osage, and then, as noted above, by the

LOUIS HOFFMAN

DULUTH STREET RAILWAY CAR No.78, nearing the end of its restoration, will soon operate in Minneapolis on the Minnesota Transportation Museum's Como-Harriet Streetcar Line.

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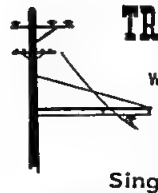

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Santa Fe

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Auraria campus and past the Convention Center along the planned Crossmall in the heart of Denver. In so doing, it would cross the current 16th Street neighborhood. The eastern terminal of the light rail line would be at 30th and Downing. Thanks to Jim Mullen for this interesting news.

Flashes

The highway folks in the **DALLAS** area have been diddling with the design of the rail line along the Dallas Area Rapid Transit Central Expressway line. The original notion was that the rail line would run in box-like structures underneath the service roads on either side of the reconstructed Central Expressway. The highway department has demanded frequent design changes that have increased the project cost by more than $30 million to a total of $228 million. Perhaps boring tunnels beneath the Central Expressway for the light rail lines from downtown to Mockingbird Lane may be the answer. Thanks to Tom Ruffin for the news.

Tom McGarry sends news that **GRAFFITI** is returning to the New York City subway system. Part of the problem is from tighter budgets, but some of it may be due to more active graffiti artists. Over the last several decades, moronic vandals have cost the taxpayers tens of millions of dollars to clean up the New York City subway system.

Metro-North Commuter Railroad is improving service on its **PORT JERVIS** line serving Orange County, New York. Additional coaches and two new locomotives have been added to the service. The new equipment will replace RDC cars that were hatched from the Budd Company in 1954. Thanks to Thomas A. Ewell for the news.

The ugliest highway in the world may be the **EMBARCADERO FREEWAY** in San Francisco, but it is now a has-been. February 27, 1991, saw the beginning of the demolition of the Embarcadero Freeway that had been damaged by the 1989 earthquake. The demise of the Embarcadero Freeway will allow the planning and engineering of the Fisherman's Wharf extension to the new F-Market historic streetcar line. Thanks again to Tom McGarry and to the *Inside Track* of the Market Street Railway Company (P.O. Box 11632, San Francisco, CA 94101-7632).

The Committee for Better Transit, Inc. (Box 3106, Long Island City, NY 11103; 718/728-0091) is taking the **NEW YORK CITY TRANSIT** Authority to task for service cuts. Before cutting back on subway service that is supposedly excessive, CBT claims that the transit authority ought to look at excessive vice presidents, excessive salaries, excessive real estate and office space, excessive board members, excessive fare evasion, excessive delays in re-routes and excessive waste and inefficiency.

In order to boost revenue, the **MBTA** is licensing its logo, the "T," for T-shirts, teacups and tote bags. In so doing, Boston's MBTA is following the lead of the Toronto Transit Commission.

Clark Sudduth informs me that **LOUISIANA** State Representative Quentin Dastugue is pumping for maglev to provide long-range commuter and intercity service. ⊂

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Colorado Rail Annual No. 18

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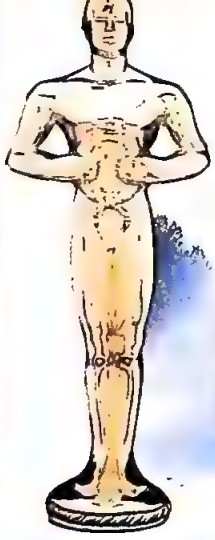

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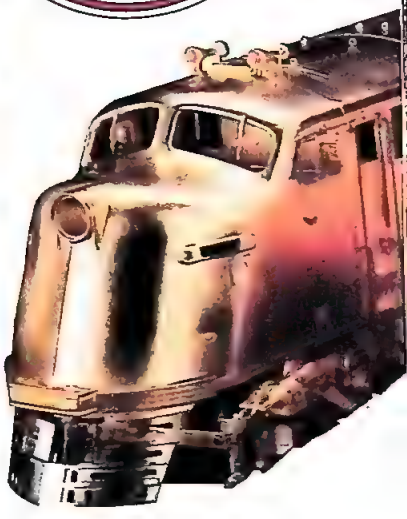

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BAR F3 502 On Friday May 24, 1991, the Bangor & Aroostook unveiled restored F3 502, previously the 42, now renumbered and repainted into its as-delivered 1947 two-tone gray paint scheme and number. One of eight F3 cab-units built for the BAR, the 502 is the last F3 operating for a common carrier railroad.

The 502's first outing was a 470 Club excursion from Northern Maine Junction to Searsport and return on Friday, May 24, paired with freshly painted former-Santa Fe GP7m 21. The 502 was occupied on May 25 and 26 with a two-day excursion to Presque Isle, Me., and return. Restored by volunteer employees and retirees, the 502 is to be on display at Northern Maine Junction between trips. The restoration is to help commemorate the BAR's 100th anniversary, and the railroad is sponsoring 16 trips of about four hours each over various segments of its lines from June 29 to August 11. The trips will coordinate with fairs and festivals in the on-line communities when possible. See TIMETABLE for specifics on the trips; for reservations call 207/848-4202 — GEORGE MELVIN.

EX-BAR BL2 52 On May 1, 1991, Glenn Monhart's ex-Bangor & Aroostook BL2 52 debuted in its new paint which combines Illinois Central colors with the Western Pacific-style scheme that first appeared as an April Fool's joke on page 73 of the April 1990 R&R. The 52 was posed alongside Wisconsin & Calumet F-units for night photos at the Janesville & Southeastern roundhouse in Janesville, Wisconsin, still awaiting the application of J&SE lettering (page 2). The J&SE, an operation Monhart incorporated separately from the WICT, ranks as one of the country's shortest railroads (if not *the* shortest) since it involves little more than a portion of the Janesville roundhouse and some surrounding trackage.

Over the Memorial Day weekend, BL2 52 and WICT F7 91 powered a systemwide fantrip, reaching 65 m.p.h. at some points. Monhart's other recent acquisition, ex-Milwaukee Road FP7 96A, now wears WICT colors and has joined F7 106 on a new dinner train between Fox Lake, Illinois, and Walworth, Wisconsin, which made its first run on May 11. On May 25, a traction motor on the 96A overheated, putting the Milwaukee unit out of commission for several days. The dinner train departs Fox Lake at 1:00 and 6:30 p.m. on Saturdays and 11:30 a.m. and 3:30 p.m. on Sundays, with a unit each end of the matched ICRR-colored train for bi-directional operation.

The two other BL2s which Monhart has been working to obtain were still on the BAR in early June. The purchase of BL2 56 is being finalized, and Monhart expects it to be delivered by the fall; he has right of first refusal on purchase of BL2 51.

MRL's E9 Having been unsuccessful in its attempt to purchase a couple of F-units from Burlington Northern's steam generator fleet, Montana Rail Link has acquired ex-Milwaukee Road E9 37C from St. Louis. It still wears the latter-day Milwaukee Road UP-style paint. As of mid-May, the unit was outside the Livingston Rebuild Center, resting on freight car trucks while its own trucks and fuel tank were being cycled through the LRC for work. With more pressing freight engine rebuilds currently underway, MRL hasn't set a date for completion of the E9's rebuild and painting, but the railroad has hopes of using it with company car *Silver Cloud* for special movements in the future.

KENTUCKY DERBY SPECIALS Each May, the Kentucky Derby horse race attracts over 100,000 visitors to Louisville, Kentucky. While most guests arrive by airline or automobile, several railroads maintain a long-standing tradition by running "Derby Specials" to Louisville for their executives and customers. Norfolk Southern has been the most consistent operator of Derby specials, and 1991's 20-car train was its largest effort in many years. Three GP59s pulled the consist, which in addition to NS cars included four C&NW cars and one Conrail car. The NS train arrived the night of Thursday, May 2, at Youngtown Yard in Louisville after traveling from Fort Wayne via Cincinnati and Danville. The train made the return trip immediately following the running of the Derby on Saturday the 4th.

A new entrant on the Derby scene was Burlington Northern's train out of Kansas City. BN F-units BN-1 and BN-2 led the eight-car train, which arrived late on Friday May 3, tied up alongside the NS train in Youngtown Yard and departed on Sunday the 5th. The train deadheaded on the return trip, with the passengers flying home for Monday morning business. The BN and NS Derby trains were joined by several other private car movements. As has been its practice since it began operations, the Paducah & Louisville brought in a three-car train behind a GP10. Rounding out Derby week, Columbus & Greenville office car *King Cotton* and Pullman *John Hough* came into Louisville on May 2 at the head end of CSX freight R313 — CHARLES BUCCOLA.

THE LAST *SIERRA '49ER* After less than five months of operation, Transcisco Tours' San Jose-Reno *Sierra '49er Express* luxury cruise train made its final run on April 28, 1991. According to Transcisco Vice President Nicholas Atkeson, the service was suspended because "ridership on the train did not meet expectations, and the losses incurred were substantially more than anticipated." Atkeson blames the poor ridership on the recession, low snowfall in the Sierra Nevada (where ski slopes were a prime destination for *Sierra '49er* riders), the Gulf War and the nationwide rail strike of mid-April.

Transcisco is pursuing a deal to sell or lease some of the *Sierra '49er* equipment, including at least two of the F45 locomotives, to TransWest Rail Cruise, a joint venture with Holland American Lines (a subsidiary of Carnival Cruises) which plans to run luxury tourist trains in conjunction with cruise ship schedules from Vancouver, British Columbia, east into the Canadian Rockies. Transcisco Tours will continue to operate its San Antonio-based Texas Dinner Train.

EIGHT "RP39-2s" Second generation Geeps in commuter service aren't particularly new, unless their model designation is something like "RP39-2." That's the name being given to eight units which Morrison-Knudsen's plant in Mountain Top, Pennsylvania, has rebuilt for the Northern Virginia Transportation Commission. Already emerging from M-K as of mid-May (page 2), the units are, in fact, former CSX GP40s which have been rebuilt with a turbocharged twelve-cylinder prime mover, Head End Power unit and a lengthened hood and rear porch. NVTC plans to run the RP39-2s out of Washington, D.C., to Fredericksburg on the RF&P and Manassas on SR, but actual operation may not begin until March 1992, when NVTC's new cars are expected to arrive from Brazil. The RP39-2s will likely be stored until arrival of the cars unless NVTC can arrange to use them elsewhere or lease them out on a short-term basis.

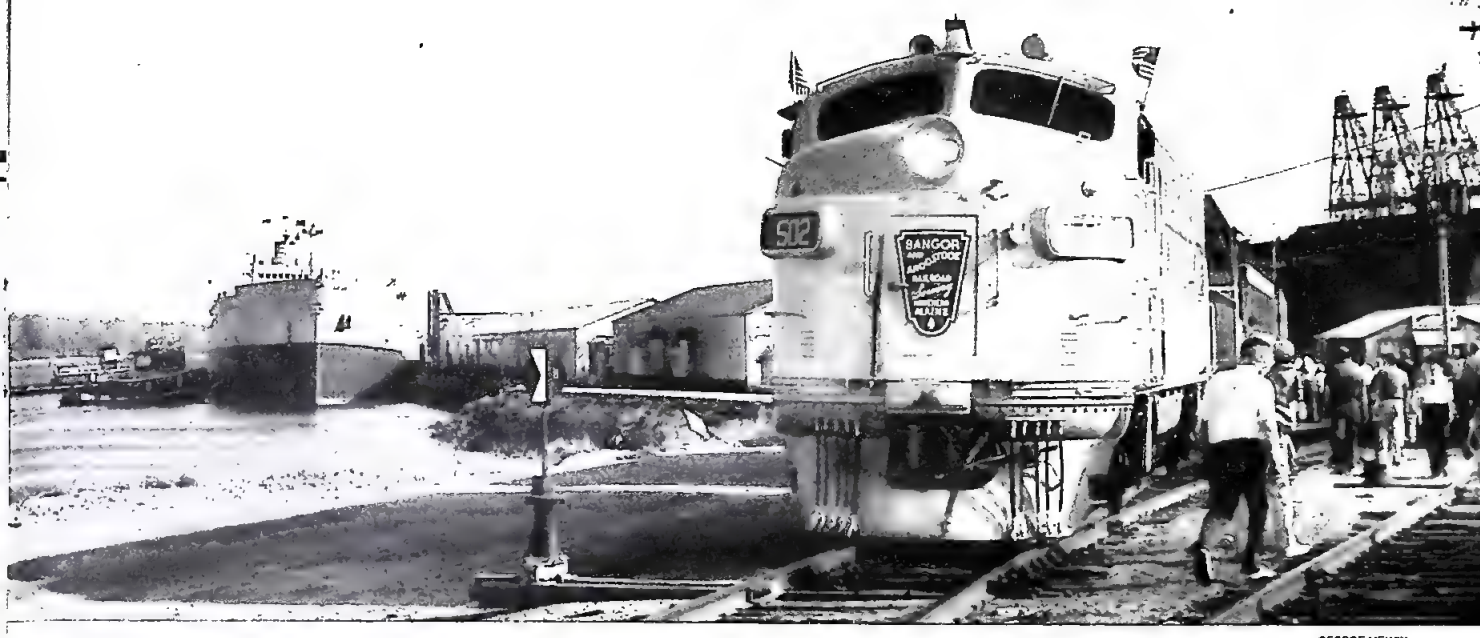
WM's FIREBALL PAINT The 1991 excursion season on the Western Maryland Scenic Railroad in Cumberland, Md., began with an Alco-powered train as planned on May 4-5 weekend — but there has been a slight change. All three leased WMSR locomotives, FPA4 305 (ex-VIA 6771), RS3 199 (ex-D&H 4075) and RSD5 1689 (ex-Chicago, Madison & Northern, nee-C&NW 1689), will get Western Maryland's popular 1950s "Fireball" freight scheme (page 73). Original plans were for the FA to be in WM's "speed lettering" (June 1991 RAILNEWS). By opening day locomotives 305 and 199 were completely painted and lettered, and the RSD5 was painted but not yet lettered. It will be used mostly as a "protect" engine, filling in when one of the other units is down.

It still appears this will be the only season for the diesels on the WMSR, as the line is purchasing a new Chinese-built SY-class 2-8-2 which should be on the property later in 1991.

IC CHANGES DIRECTION The Illinois Central Corporation recently made two major decisions that will influence the regional railway scene for many years. First, the IC decided to withdraw its bid for the MidSouth Corporation, a 1150-mile regional made up of mostly former-Gulf, Mobile & Ohio trackage in Mississippi and Louisiana which was purchased from the Illinois Central Gulf back in 1988. The recent IC MidSouth purchase offer had been made during the fall of 1990 when IC stock was trading at roughly $11.00 per share. IC stock rose to $19.00 per share, and the fixed-ratio exchange offer was suddenly 60% more expensive.

The IC then moved to refund its "Series K" mortgage bonds with the sale of additional stock. The bonds carry a coupon of 15.5%, a very high rate in the current financial environment, even for a regional railroad. The IC is also negotiating the sale of an additional $100 million of other securities to institutional investors.

Rail industry analysts have noted that IC management has reduced operating costs and improved service since the line became independent from what is now known as Whitman Corporation. Pull-



GEORGE MELVIN

BAR F3 502 displayed its new two-tone gray paint on a May 24 trip out of Northern Maine Junction. It was posed here on the potato loading pier at Searsport.

TOM SAVIO

THE LAST *SIERRA '49ER* luxury train passed through Benner, California, (right) on April 28. Two Transcisco Tours F45s led the enormous consist which included cars from the *American-European Express* and Rail Ventures.

KYLE BRAHM

MRL's E9, ex-Milwaukee Road 37C, sat outside the Livingston Rebuild Center on April 20, sans trucks and fuel tank, awaiting a rebuild for future company use.

CHARLES F. BUCCOLA

KENTUCKY DERBY SPECIALS running to Louisville in early May included a 20-car NS train behind three GP59s (right), seen deadheading through town on the 4th.

ing out of a contested takeover battle with MidSouth will enable IC management to concentrate on running the "Main Line of Mid-America" even more efficiently — WALTER APPEL.

ANOTHER CRASH AT CHASE On April 12, 1991, a four-unit set of Amtrak engines (one F40PH, three E60s) running light northbound on the Northeast Corridor collided with a southbound Conrail coal train at Gunpow Interlocking in Chase, Maryland, resulting in several injuries but no deaths. Gunpow Interlocking had been the site of a January 1987 high-speed collision between Amtrak's *Colonial* and a three-unit set of Conrail engines which resulted in 16 deaths. The latest accident apparently occurred when the crew of the light Amtrak power overshot a signal protecting one of the switches where the Northeast Corridor narrows down from four tracks to two tracks to cross the Gunpowder and Bush rivers. The Amtrak engines converged onto a track occupied by the Conrail train. In its investigation, the National Transportation Safety Board will focus on reports that the brake line between the leading F40PH and the trailing E60s had not been properly connected before the light engines departed Amtrak's Ivy City engine terminal in Washington, D.C. When the emergency brakes were applied on the Amtrak engines after they had passed the stop signal, only the F40's brakes were operable, which was not enough to slow the four-unit movement and avoid collision with the Conrail train.

UTAH RAILWAY On May 1, 1991, the Utah Railway took delivery of 13 units leased from Morrison-Knudsen subsidiary MPI. These were originally Southern Pacific SD45s but have been rebuilt to SD40-2 standards. The leased power has replaced the ex-SP SD45s and ex-BN F45s which the Utah Railway has used since 1985, and it's not yet known if these older units will be scrapped, sold or sent out for rebuilding. By May 3, all 13 MPI units were in service

(page 74), with nine handling a westbound coal train on Rio Grande's main line over Soldier Summit (four on the point, five mid-train) and four running east with empties. These 13 MPIs are a temporary fixture on the Utah, as a similar number of SD40-2s, currently being rebuilt by M-K, will arrive during the summer to replace them — RICHARD KUNDERT.

AT STEAMTOWN There is mixed news from Steamtown National Historic Site in Scranton, Pennsylvania. First the good news. The brand new 90-foot turntable was installed during the week of April 15, 1991, and work is briskly progressing to restore the 13-stall remnant of the DL&W roundhouse, which is to be complete in September of 1991.

In an unfortunate turn of events, Canadian Pacific Ltd. decided not to run its planned four-day steam-powered barnstorming excursion over the newly acquired Delaware & Hudson Railway between Scranton and Montreal (July '91 RAILNEWS), which was to be made up of Steamtown's CPR G3 4-6-2 2317, at least two Steamtown coaches and two CP business cars.

The idea had originated with CP's upper management and public relations, but the operations department wasn't able to handle the trip on short notice. There has been no official word from CP or Steamtown officials about rescheduling the trip.

Meanwhile, main line Steamtown excursions over CP (D&H) between Scranton and Kingsley traversing Tunkhannock and Martins Creek viaducts and Nicholson Tunnel, will begin July 4th weekend. The 1991 Railfan Weekend will be held September 13-15.

THE ARIZONA & CALIFORNIA The West's newest regional railroad was born on May 9, 1991, when the Arizona & California Railroad commenced operations over 240 miles of former Santa Fe trackage in southeastern California and western Arizona. The sale, completed May 8, gave the ARZC Santa Fe's former Parker Line between Cadiz (pronounced KAY-deez), California, and Matthie, Arizona, plus the former Ripley Subdivision which drops south from the Parker Line at Rice, California, and crosses a desert mountain range on 1.6% grades to reach the towns of Blythe and Ripley. Also included in the sale were trackage rights for the ARZC over 57 miles of Santa Fe trackage from Matthie east into Phoenix. The new railroad, based out of Parker, Arizona, hopes to build its traffic base as a bridge line for the AT&SF, as well as by tapping into the large agricultural industries of the lower Colorado River region. For now, ARZC is operating eastbound and westbound turns daily out of Parker, interchanging with Santa Fe at both Cadiz and Matthie (plans to utilize the trackage rights to Phoenix are currently on hold). In addition, ARZC plans to run to Blythe and Ripley three times a week and hopes to eventually reopen the former AT&SF piggyback ramp at Blythe.

While the Arizona & California began its first days of operation using leased Santa Fe power, it moved quickly to establish its own image. ARZC purchased four GP38s (3801-3804), three of which came from GATX and the other from National Railway Equipment. ARZC also leased five GP20s (2001-2005) from NRE. ARZC Chairman David Parkinson says the six units from NRE will arrive wearing ARZC's attractive scheme of dark green with a cream or sand-colored band (page 2), while the three from GATX will probably be painted several weeks after their arrival. All of the GP20s are former UP units and most recently served in Calla, Kentucky, for South Eastern Coal — ELROND G. LAWRENCE.

JERSEY CENTRAL Over the weekend of May 3-5, 1991, the Hawk Mountain and Lehigh Valley chapters of the NRHS hosted the spring meeting of the NRHS board of directors. The event commemorated the respective 25th and 50th anniversaries of the two groups. Numerous events were held, including a night photo session in Jim Thorpe, Pennsylvania, on May 3 featuring the debut of the Anthracite Roads Historical Society's ex-B&M F7B 4268, which has been cosmetically restored as Jersey Central F3B 56D (page 2). The unpowered B-unit accompanied ARHS' ex-BAR F3A 56 on May 4 for a run west to Haucks on the Carbon & Schuylkill (formerly the Panther Valley). The 56 had run a similar trip when it debuted in its Jersey Central colors in September 1989. Coupled to the rear of the 1991 train as protection power was the Carbon & Schuylkill's new ex-CSX U33B 5771. Many photo runbys were enjoyed by the more than 300 participants. The U-Boat was still wearing Seaboard System paint, but a few of its access panels had come from other units, resulting in some scrambled lettering. Featuring EMD's Blomberg trucks, the 5771 is actually owned by Al Luedtke, who is leasing it to the C&S and is planning to paint it in a rendition of the Lehigh & New England black & white livery. The 5771's arrival on the C&S frees up the remaining two of the original five U33Bs which Luedtke has sold to Andy Muller's Reading & Northern (see May '91 RAILNEWS).

During the evening hours, the two chapters hosted a banquet honoring their founding members, which was followed by an enlightening speech by Conrail CEO James Hagen on the subject of Conrail Quality. The Hawk Mountain and Lehigh Valley chapters acknowledged the assistance of all participants, especially George Hart of Railtours and Richard Jahn of ARHS. And a special thanks to Mother Nature for supplying three gorgeous days of sunshine — KERMIT GEARY, JR.

NASHVILLE COMMUTERS Nashville's *Broadway Dinner Train* took part in a test of commuter rail service in the country music capital on May 9 and 15, 1991. The test runs were in conjunction with Nashville's Metro Transit Authority-sponsored "Two Days in May" campaign to reduce the number of single-occupant vehicles on area highways. The sample service ran one round trip per day on a commuter schedule from Donelson, a Nashville suburb, to Riverside Park downtown using the *Broadway's* depot and trackage rights for the free 15-minute ride.

The *Broadway Dinner Train* operates Thursday through Saturday over the Nashville & Eastern Railroad, present operators of 136 miles of former Tennessee Central main and branch lines from a CSX connection at Nashville east to Monterey, Tenn. Currently, the dinner train has been using Nashville & Eastern U30Bs, but the *Broadway* has purchased MBTA E8s 4254 and 4264, ex-PRR 5794 and 5764 respectively, which will be returned to their original numbers. While the final appearance may change, *Broadway* management is planning to paint them in a Tuscan red and cream rendition of the L&N's blue and cream passenger livery. It is hoped to have the E-units in service by the end of the year, and an unpainted 5764 has already been making break-in runs — JOE TAYLOR and STEVEN D. JOHNSON.

SP 2-8-2 786 There has been much progress on the Austin Steam Train Association's Southern Pacific "Harriman" Mikado 786 since it was moved to the Westinghouse facility in Georgetown, Texas, (near Austin) in February 1990 (June 1990 RAILNEWS). In addition to having completed much of the running gear work and tender repairs, over 450 staybolts have been replaced in the firebox, and the boiler has all new flues. The ASTA expects to hydrostatic test the boiler by August and hopes to do some break-in runs towards the end of 1991. No firm excursion dates have been announced, but the ASTA plans to run the 2-8-2 on 163 miles of track owned by the City of Austin and operated by the Austin & Northwestern. The 63-inch-drivered 2-8-2 was built by Alco in 1916 for SP-subsidiary Texas & New Orleans.

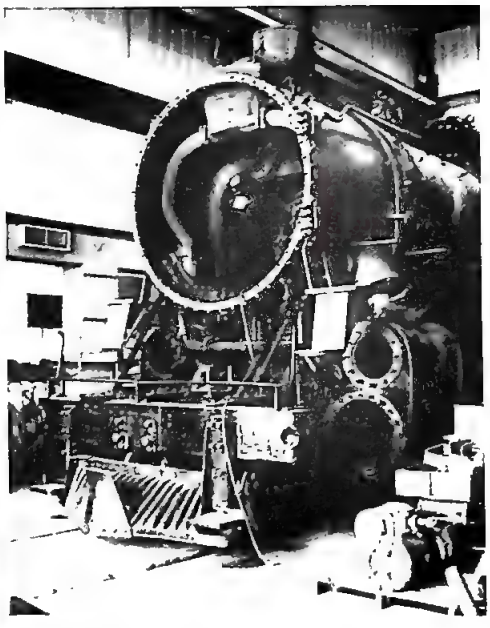
ROTARY PLOW "OY" For the first time since 1983, snow drifts (some as high as 15 feet) covering the Cumbres & Toltec Scenic Railroad's line over Cumbres Pass were determined to be too deep to melt in time for the start of tourist train operations on the Memorial Day weekend. With the cooperation of the railroad, the volunteer organization Friends of the C&TS arranged a weekend package for railfans to observe the vintage steam-powered rotary snowplow OY clearing the line. On Saturday, May 4, with two camp cars and a caboose in tow, K36s 487 and 488 shoved the OY out of Chama, N.M., for the summit at Cumbres. Pursuing photographers were able to record magnificent shots as the rotary plowed through high drifts, and the weather cooperated by delivering several timely snow squalls (page 74). Saturday night featured a banquet at Foster's historic restaurant in Chama. Unfortunately, the facilities were not large enough or staffed adequately to accommodate the crowd of over 200 people who purchased tickets. There was little elbow room, and they ran out of food before everyone could get to the small buffet table. On a positive note, Bob Richardson gave an outstanding program on snow fighting on the Colorado narrow gauge.

On Sunday morning, the 488, having returned to Chama late Sat-

NPS CALVIN HITE

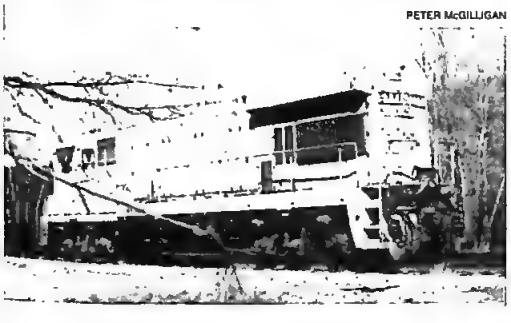
AT STEAMTOWN, the new 90-foot turntable was installed during the week of April 15. Work is continuing on the 13-stall DL&W roundhouse, which should be completed by September 1991.

J PARKER LAMB



SP 2-8-2 786 looked like this on May 7 as its restoration continued at the Westinghouse facility in Georgetown, Texas. The Austin Steam Train Association expects to do the hydrostatic boiler test by August and then perform break-in runs with the Mike by the end of the year.

PETER McGILLIGAN



JERSEY CENTRAL colors might look nice on Carbon & Schuylkill's leased ex-CSX U33B 5771, but it's slated to get L&NE black & white.

JOE TAYLOR

NASHVILLE COMMUTERS tested a proposed rail service (right) in May using an N&E U30B and facilities of the *Broadway Dinner Train*.

urday night after leaving the 487 and OY at the summit, departed with white flags at the head end of a passenger extra. The train of five coaches, sandwiched by two gondolas and a caboose, was to meet the plow extra at Cumbres and follow it further up the line. Soon after passing Lobato, the steep grade and icy track started to make the going difficult for the passenger extra. The 488 threw snow around with the counterweights as she slipped, and just before reaching Windy Point she stalled completely. Three attempts were made to back a short distance down the hill and assault the grade again, but improperly functioning sanders and the ice on the track made the attempts futile. The call went out for the 487 to back down from the summit and give the passenger train a hand.

Once at Cumbres, the train was delayed further as repairs were made to a water pipe on the plow's tender that had frozen and broken. Meanwhile, an unexpected difficulty was developing aboard the train. The dinner the night before had obviously not agreed with many of the passengers, and a long line formed outside the otherwise adequate restroom facilities. Vans arrived at Cumbres to take any sick passengers back to Chama. Progress was slow as the passenger extra followed the plow train. At several of the deeper drifts, everyone got off the train and walked ahead of the plow for photo runbys. At 4:00 p.m., the trains had only made it as far as the water tank at Los Piños when the decision was made for the passenger train to return to Chama, as many passengers were still ill and others had connections to make for the return trip home. As the passenger extra backed up the hill for the three miles to summit, it stopped several times for anyone with a long lens to get a few last photos of the plow train on the other side of the valley working down to Osier. At Cumbres, the 488 ran around the train and then led it tender-first down the hill to Chama, ending what most in attendance would agree was a rare and wonderful experience with one of the few operating steam rotary snowplows in existence — STEVE BROWN.

Project 2472

by Jim Boyd

A Southern Pacific 4-6-2 makes her debut at Railfair '91

It was like stepping into the script of "*Rocky*." The underdog was struggling against the odds and the system. "The Word" from the West for the previous month had been that the San Bernardino Santa Fe 4-8-4 was a "sure thing" to make it to Sacramento — they'd already sold a trainload of tickets — but "that Espee Pacific in San Francisco looks like a long shot."

As Max Wallace, Mike Del Vecchio and I drove toward the Bay Area on the afternoon of Monday, April 29, 1991, (after a morning of chasing three SP GP9s on the Los Banos sugarbeet job out of Tracy) all we knew was that Southern Pacific 4-6-2 2472 was being worked on at the Hunters Point Naval Shipyard in San Francisco — and we didn't even have the faintest idea where Hunters Point was. A map pinpointed the location on the south side of San Francisco just across an inlet from Candlestick Park.

What we found after negotiating the back streets of an industrial and residential area was enough to discourage all but the most determined. A chain link fence and guard post was emblazoned with a sign reading "NO FIREARMS OR CAMERAS PERMITTED." (It's a military base, naturally they don't want firearms — I can dig it.) All it took, however, was an inquiry about "the steam engine," and we were politely given a pass after signing in with driver's license and vehicle registration. It also turned out that photography *was* permitted within the Project 2472's fenced-in compound.

The steam shop was easy to find, as a whole yard full of gray Harriman commute coaches was nearby, and a faint wisp of black smoke was evidence of the

SOUTHERN PACIFIC P8 4-6-2 2472 was building up steam as the crew worked on her at the Hunters Point shop at twilight (**below**) on Monday, April 29. By the next afternoon (**below right**) she was posing for "rebuilders photos," and May 1 was steaming through Millbrae.

BELOW and OPPOSITE BOTTOM / KODACHROMES: MIKE DEL VECCHIO

KODACHROME: JIM BOYD

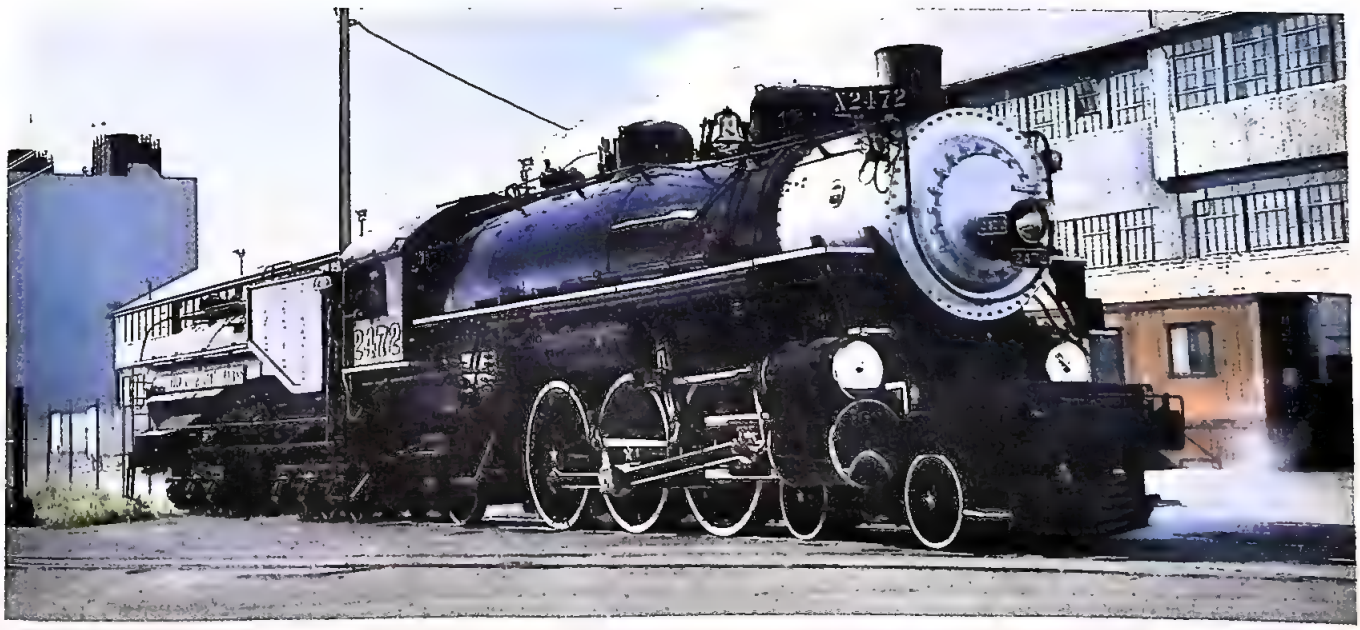
locomotive at the far end of the neat shop building. There sat the 2472, slowly building up steam with a gentle oil fire. The place was abuzz with people. Orange, green and white hardhats were moving all over the place in a busy but businesslike order. "Who do we see about getting some pictures?" we asked a fellow in coveralls who had paused for a moment.

"Doug Debs, the big guy up on the running board. Meantime, go over there and get yourselves some hardhats."

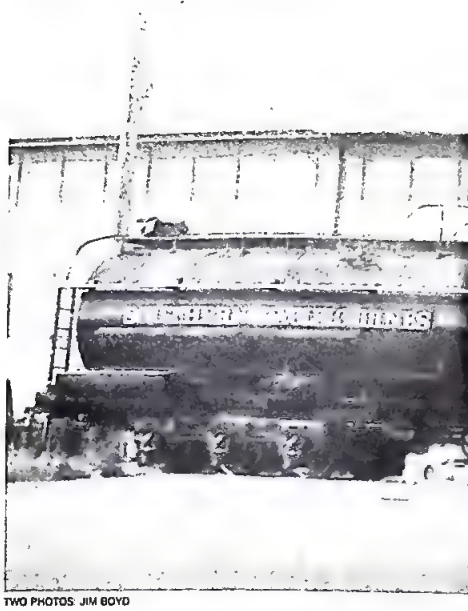
As quick as that, we were "in." Busy but cordial, Doug Debs welcomed us to the shop, gave a quick summary of the status and outlined the ground rules for photography (stay within the compound and don't shoot outward toward the shipyard itself). The locomotive had been steam tested but had not yet moved under its own power. The major work was done, but there was a lot of "detailing" to do — we were just in time for the almost-ceremonial mounting of the bell atop the boiler.

And they had to be in Sacramento by Wednesday night.

"How can we help?" Our next few days were open, and it was obvious that we'd just stumbled into a very important Railfair story. Chasing trains in Franklin and Feather River Canyons could wait. Max Wallace, an electrical engineer from Florida who had always wanted to work on a steam crew, was



Project 2472



TWO PHOTOS JIM BOYD

quickly teamed up with welder Rich Ferro and was soon helping to renew the piping for the turbogenerator. Mike Del Vecchio then found himself fashioning a shim for the right eccentric crank bearing for the eccentric rod. I remained in my role as magazine reporter and photographer. Work continued well into the night.

What we were witnessing was the final sprint in a 16-year effort to get the 2472 under steam. "Project 2472" was the brain-child of Mike Mangini, who had been a part-time volunteer on the SP 4449 *Freedom Train* crew over a two-year period. Remembering an SP 4-6-2 he'd seen in the nearby San Mateo County Fairgrounds, Mike inquired about the possibility of working to restore the locomotive. The response from the fairground manager shocked him: "Take the damned thing; I need the 13 parking places it takes up."

As Mike put it, "Shortly thereafter we attacked the locomotive with a 1962 Olds and a crescent wrench. We nibbled away at the small stuff first, but soon we were disassembling the engine right on the fairground site to inspect the boiler and running gear." Project 2472 was incorporated as a tax-exempt 501c3 non-profit corporation in 1982, and in 1985 they obtained clear ownership of the locomotive. After that came the commitment to boiler tubes and frame work. With ten days notice, they had to vacate the fairground site in 1988, and the 2472 was moved by the volunteers about a half mile to a site near the Bay Meadows Racetrack. On February 9-10, 1990, the locomotive was moved with the help of a contractor over panel track another half mile to the SP Peninsula commute line, and with the approval of Philip Anschutz, the SP line was cut open and a temporary track was connected to roll the 2472 back onto home rails for the first time since 1959. It was then moved to the Project's new shop at Hunters Point. Much of the following year was spent simply making the shop building "inhabitable" with little additional work being done on the locomotive itself, since most of the heavy work had already been done. They got the "go ahead" for Railfair in early 1991, and the effort intensified to have the 2472 under steam for the occasion.

The work was reaching a fever pitch during the last couple of days when we showed up, and the half-dozen workers of the previous year and dozen of the previous month had grown to quite a crowd. Mike Mangini and his handful of expert volunteers were working on their critical projects, while Doug Debs was assigning the smaller jobs on Mike's "laundry list" to the numerous arriving volunteers. Everyone contributed to the atmosphere of organized effort. There were people all over the locomotive and shop, but an "intense" calm prevailed — and work was getting done.

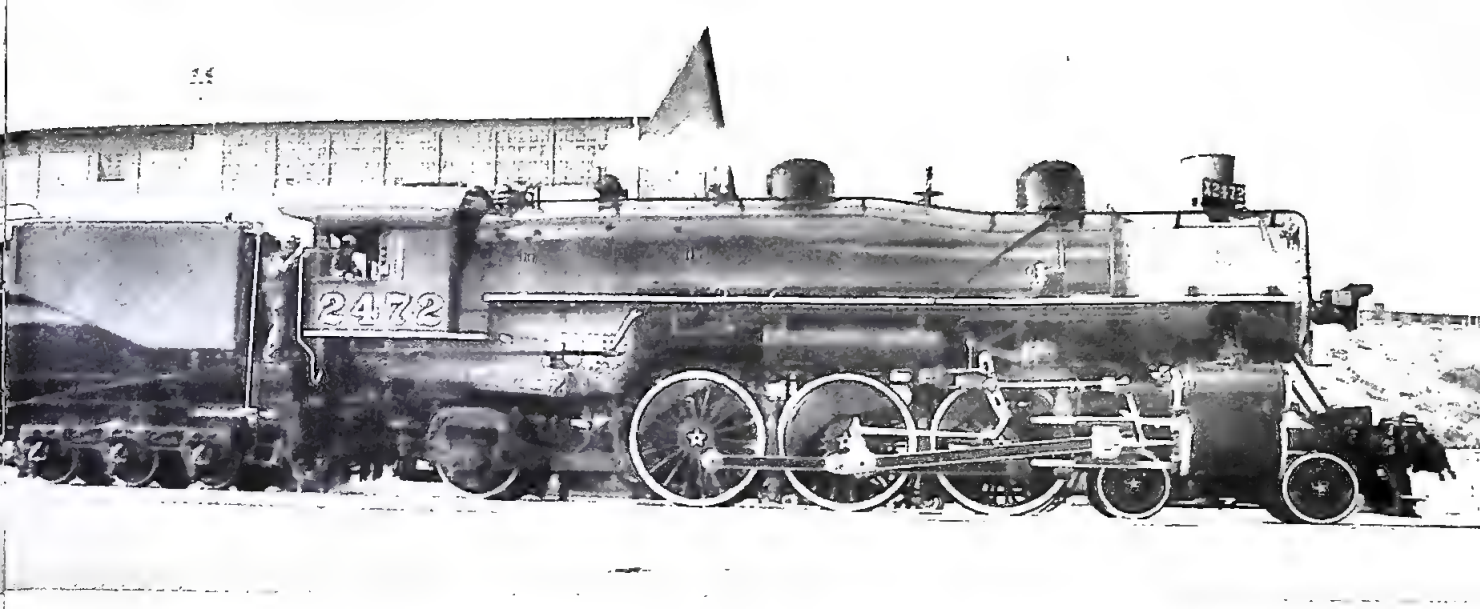
Unprepared for an overnight stay, we hustled back to Sacramento Monday night and returned to Hunters Point the next morning to find an SP SW1500 standing by and the 2472 as yet-unmoved. By early afternoon the diesel took the Harriman commute coach 2097 and Project 2472's former-SP office car 99, *Houston*, out to South San Francisco to prepare for departure. The move caught the steam crew by surprise, and I was dispatched to the South San Francisco passenger station to "babysit" the cars until the Project 2472 car department could get over there to secure the equipment. Meanwhile, Max Wallace and Rich Ferro were fabricating the metalwork for the cab curtains from material scrounged from a chain link fence (the cab curtains were an FRA-required safety appliance), and Mike Del Vecchio went to work wiring the cab gauge lights. Literally dozens of other Project 2472 volunteers were at work on other vital tasks.

By late Tuesday afternoon there was a "pregnant pause" in the activity, and everyone began to clear off the locomotive. The pressure was up, the brakes had been tested and the engine was ready to move. Bathed in steam from the cylinder cocks, the 2472 moved cautiously but grandly through the shop and out onto the east lead. In the low afternoon sun, the locomotive was posed for "builder's photos" (page 47) and a traditional shop shot of the entire crew lined up on the running boards. For the next hour the engine was run up and down the long yard tracks north of the shop.

MIKE MANGINI, (left) the founder of Project 2472, was working with Doug Debs atop the tender while the 2472 was on display at the Railfair site.

Doyle McCormack of the *Daylight* 4449 crew had arrived on Amtrak from Sacramento Tuesday morning to check over the 2472 for the Southern Pacific, and he had spent much of the day with the locomotive's federal paperwork while Mike Mangini was occupied with railroad operational details and insurance matters. Doyle's expertise was welcomed, as the locomotive's test runs revealed some not-unexpected minor problems with the valves and a couple of stubborn pumps. Doyle recognized most of the troubles quickly and recommended the most expedient remedies. At least one of those "expedient" remedies found him working on the water pump governor that night, standing on a wood pallet "elevator" on a fork-lift in a cold rain.

We got Doyle to our motel (the TraveLodge in Millbrae, of course) around midnight and took him back to Hunters Point at 5:30 Wednesday morning. It had been a short night for everyone, but the morning sun found the 2472 just about ready to go. After a couple more hours of work, she was moved out to the SP spur and taken behind an SW1500 to the SP main line connection just north of the Paul Avenue commute station. The only trouble en route was caused by inadequate clamps on the engine-tender water hoses, which popped off their pipes on the extremely



SOUTHERN PACIFIC 4-6-2 2472 was built by Baldwin (b/n 54477) in January 1921 as one of 15 Class P8s. It was put in service at Ogden, Utah, on April 15, 1921, and used on the *Overland Limited* between Ogden and Sparks (Las Vegas), Nevada, a distance of 536 miles without a locomotive change, the longest such run of its time. A typical load was eleven heavyweight cars, 875 tons, which it handled unassisted on grades up to 1½%. With 73-inch drivers and an overall weight of 150 tons (after the feedwater heater was added in 1940), the 2472 is nearly identical to the SP's newest P10 Pacifics of 1924 (the 2472 is about seven tons heavier than a USRA Light Pacifics with the same 73-inch drivers, and a modernized Pennsylvania Railroad K4s, with 80-inch drivers, weighs only four tons more). The 2472 was delivered with a Vanderbilt tender riding on four-wheel passenger trucks, but in the 1940s received its present Class 102-C-3 tender 8666, which was built by Alco in 1924 for MT1 4-8-2 4326. The 2472 last served on the Peninsula commute service before being retired in 1957 and donated to San Mateo County. This "rebuilders photo" was made at the Hunters Point Shop on April 30, 1991.

sharp curves of the industrial track. After getting a morning "window" in the commute schedule, the 2472 was eased onto the main line and headed south to South San Francisco to pick up the two passenger cars. About 10:00 a.m. on May 1, she headed toward San Jose, bound for Sacramento trailing SP GP9 3194 and the two passenger cars (the Geep, which had been one of the passenger diesels to bump the Pacifics off the Peninsula service, was to be used to "load" the steam engine by using its dynamic brakes).

We were set up at Millbrae (page 47), and the sun popped out for a nearly-perfect image of "Standard Era" Southern Pacific steam. There was a pause in Project 2472's hometown of Redwood City, and then the trip down the Peninsula continued. The lineside crowds of well-wishers were truly amazing. Stan Bunger was broadcasting the train's movements over radio station KCBS in San Francisco. Mike Mangini recalls, Everybody was giving us the 'thumbs up.' It was incredible."

Although the crowds were enthusiastic, the weather deteriorated as the 2472 rambled south to San Jose and then turned north on the east side of the Bay, picking up the SP business car 100, *Airslie*, at Oakland — and losing us in rush-hour Oakland traffic complicated by the earthquake-scrambled loss of the Nimitz Freeway. By the time the 2472 crossed the Carquinez Straits at Benicia in the early evening, however, the sky was clearing and the sun was brilliant (our navigating was less than brilliant, however, as we set up on a perfect shot of the SP track on a fill with the CIA salvage ship *Glomar Explorer* anchored in Suisun Bay in the background — only to have the 2472 slide by like a submerging submarine on a second track that was invisible from our vantage point with only the boiler visible above that perfectly-lighted foreground track).

In spite of a lame three-beat exhaust and a pounding driving box, the 2472 did all the work ahead of the idling Geep and zipped the little train northeastward toward Sacramento at speeds up to 50 m.p.h. The arrival shortly after dark at Sacramento was triumphant, and even Doyle McCormack was genuinely pleased with the performance of the 4449's new steam "partner" on the Southern Pacific. With the 2472 now a known commodity, Doyle went immediately to work to implement the planned but "on hold" doubleheader excursion with the 2472 and 4449 from Sacramento to Oakland that had been tentatively scheduled for Friday, May 17, following Railfair.

The 2472 spent most of Railfair posed beside the *Daylight* and was used every day in the musical pageant. This "new" locomotive was very much one of the high spots of the Sacramento celebration.

In the week after the Railfair public display, the 2472 was test run on the museum's Sacramento Southern trackage, and the valve timing was set and the driving box shoes and wedges were adjusted. By the time of the doubleheader back to Oakland (page 67), she was "sounding like a real American locomotive" and performing with the 4449 at the authorized speed of about 70 m.p.h. to the delight of all concerned.

The 2472 moved from Oakland back to Hunters Point on the 19th, and at press time the Project 2472 crew was negotiating with CalTrans and the SP for an excursion sometime in July on the Peninsula line using CalTrain bilevels (Project 2472's fleet of eight Harriman coaches and other appropriate vintage equipment will not be used until after it has been overhauled). While the SP is not in a position to "open the flood gates" for excursions all over the place, there should be the opportunity for a few trips this year and in the future on the Peninsula commute line. (Watch TIMETABLE for details or write Project 2472, P.O. Box 3315, Redwood City, CA 94064.)

As far as Railfair '91 and the appearance of the Pacific at Sacramento are concerned, the Project 2472 folks got there the old fashioned way, they *earned* it.

Maine's Quintessential Short

The Belfast & Moosehead Lake from boom to bust

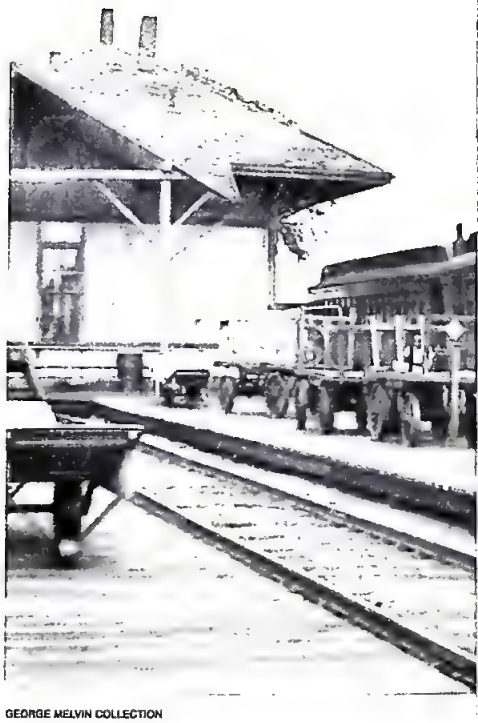
Following the Boston & Worcester in Massachusetts in 1835, the *second* successful steam railroad in New England was in Maine: the Bangor, Old Town & Milford in 1836. This ignited a flood of applications for charters for new railways across the state.

Aside from the typical (and correct) assertion that the new invention would be a boon to travel between neighboring developed areas, from this beginning an overland route from a Maine seaport to Quebec was being considered. In 1835 (before the "steam cars" had arrived in Maine), the U.S. government retained engineer Colonel Stephen H. Long to determine the best route from the Gulf of Maine to Quebec Province. Col. Long's findings revealed that of three origin points being studied, the ports of Portland, Wiscasset and Belfast, Belfast was the closest. This news resulted in a rise in real estate value in Belfast, and local people came forward to financially back the as-yet-unchartered railroad. The Belfast & Quebec Railroad received a charter on March 9, 1836, and the Maine legislature appropriated $5000 for a formal survey, completed by Col. Long that October.

The route surveyed followed the present-day B&ML to Unity and then struck out northwest to Skowhegan and Bingham and along the Kennebec River to The Forks. From there it went northward to a point called "Canada Summit," essentially the route of today's U.S. Route 201 highway from Maine to Quebec.

A recession in 1837-39 brought this scheme to an early death. However, in 1845, prompted by the start of the Portland & Montreal Railroad (today's St. Lawrence & Atlantic), the charter was revived and a fruitless attempt was made to secure financial backing from Quebec. The Levis & Kennebec Railway (today's Quebec Central) had already been built south along the Chaudiere River from Levis (on the shore of the St. Lawrence River opposite Quebec City) toward Maine, with intentions of connecting with the then-northward-expanding Somerset & Kennebec at Solon. These plans, which now seem grandiose considering the small role of Maine seaports in today's transportation picture, were of considerable importance to forward-thinking Mainers who realized that the development of the state's interior beyond the 3000-mile coastline was contingent on rail lines from existing prosperous ports. Linking these lines with similar ones reaching inland from the St. Lawrence River valley to the north offered another sure source of prosperity for the lucky port city (and its investors).

In 1848 another charter was granted to build a branch line from one of the roads building between Portland and Bangor. While more reasonable from today's perspective, this plan also died for lack of capital. Again, in 1853, "railroad talk" was stoked up in Belfast, with Moosehead Lake as the destination, but again, nothing more than talk and perhaps some initial investments were made (or, more accurately, were lost) on the project. While the usefulness of a rail line to the interior was now a well-

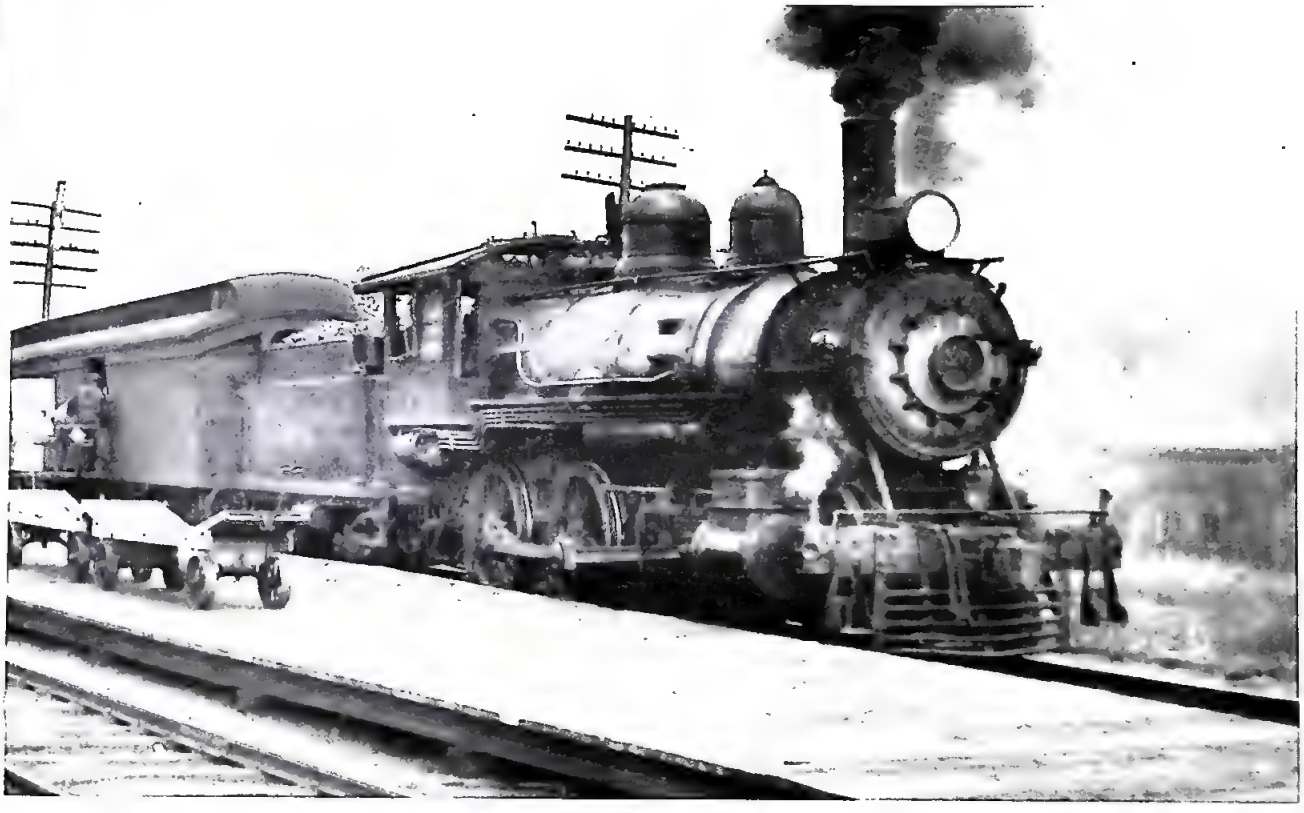


GEORGE MELVIN COLLECTION

HERMAN SHANER / GEORGE MELVIN COLLECTION

Line

by George Melvin



established concept, actually building one was proving elusive.

A bill to revive the original charter of 1853 was in the legislature in 1867 and resulted in a new charter for building "over the most practicable route" to Moosehead Lake, utilizing 14 miles of the Dexter & Newport now building between those points, leaving 67 miles to be built by the new Belfast & Moosehead Lake Railway.

Construction begins

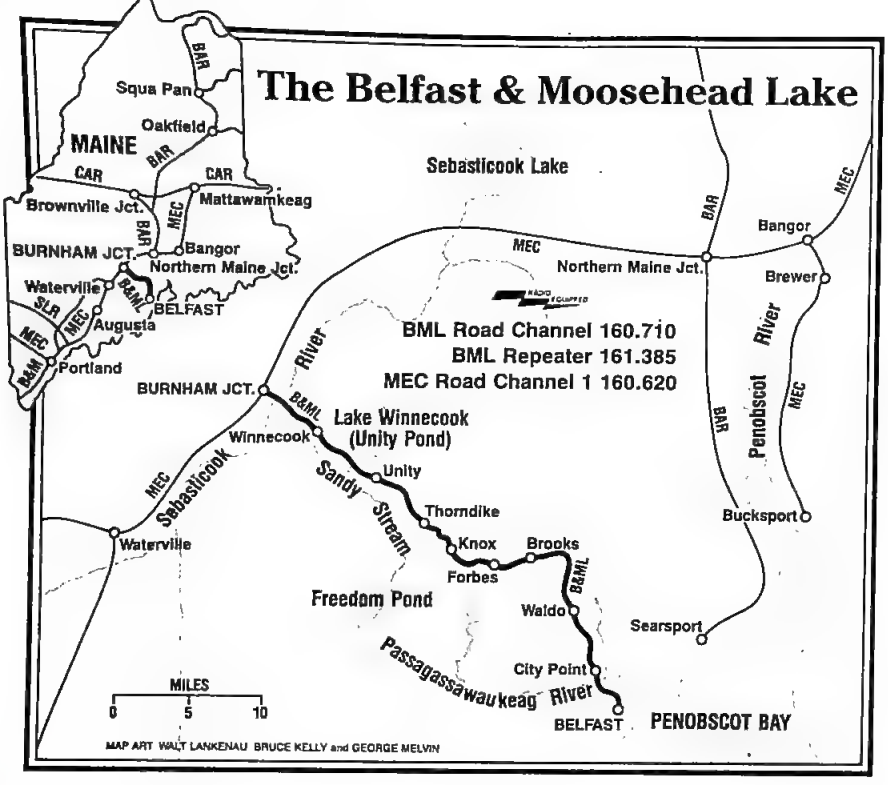
This plan got past the "charter and chatter" stage. The city of Belfast, the nearby town of Brooks and many individuals subscribed to large amounts of stock. Ground was broken on August 4, 1868, accompanied by the firing of cannon, a parade and speeches. Belfast would remain a major seaport into the age of the railways, so it seemed.

By the following spring, reality had again set in, and the leadership realized without help from a main line company, their railroad might flounder. With this fact conceded, the hopes of the B&ML being a "stand alone" carrier moving products from the interior with a connection near Moosehead Lake with the yet- unbuilt Canadian Pacific to the "eternally prosperous" port of Belfast, were forever abandoned. In May the directors voted to change the western terminus to Fairfield (near Waterville) from Newport to intersect and consummate a lease with the Portland & Kennebec. This act brought a more favorable lease offer from the Maine Central if the main line connection would be made at Newport or Burnham.

Since the city of Belfast was the majority stockholder, a vote of the city council would be the deciding factor. Despite the overwhelming sentiment on the streets of Belfast in favor of the agreement with the P&K, the council opted to accept the MEC offer and concluded a 50-year lease stipulating the new junction would be made at Burnham, 33 miles to the northwest.

WALKER TRANSPORTATION COLLECTION of the BEVERLY HISTORICAL SOCIETY

THE MAINE CENTRAL was operating the B&ML when MEC 4-4-0 36 was photographed at the Belfast station in 1887. Around 1946, just before the diesels arrived, B&ML 4-6-0 20 had train No.6 loading at Burnham Junction (top). The scene was repeated in August 1948 (left) with two year old 70-tonner 50 in charge; the photo was taken from the express car door of the connecting MEC train by its express man, Herman Shaner.



This choice against the majority will caused further financial problems as stock subscribers refused payment and city bonds could be sold only at a sacrifice.

Construction proceeded slowly with rail arriving from England in the spring of 1870 and about two miles of line in operation from the Belfast waterfront up the south shore of the Passagassawaukeag River to Beaver Tail Cove.

The first train

The lease terms with the MEC required the road to be completed by November 1, 1870, but this seemed unlikely by mid- summer. The city again rose to the occasion, raising about $100,000. Over 600 workers labored day and night, and on Sundays the gravel trains were manned by volunteers! Rail laying was completed on September 24, 1870, and the first train, consisting of the contractor's locomotive *Windsor* and two flatcars fitted with temporary seats arrived the following day. The first passenger train operated on November 1, carrying the MEC directors on an inspection train.

As the B&ML was nearing completion, a "small detail" had come to light: the B&ML was being built to a different gauge than the MEC. With its originally-intended connection being the European & North American (Canadian Pacific), the B&ML was constructed to the 5'6" "Canadian" or "Portland" gauge that was common throughout the region — and the MEC had already rebuilt most of its lines to the American 4'8½" Standard gauge. The first dispute between the owner and lessor was who would pay for the regauging of the B&ML to MEC Standard gauge. The matter was resolved in due course, and the railroad was relaid to Standard gauge between the opening celebrations in November and the beginning of MEC operation on December 23, 1870.

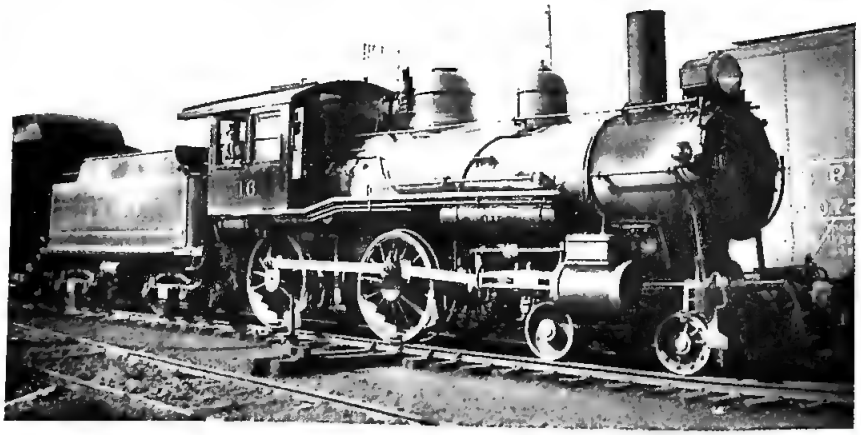
The initial operation of the B&ML consisted of two scheduled trains, operating with MEC equipment. There were departures from Belfast at 7:00 a.m. and 1:40 p.m., returning at noon and 7:30 p.m., respectively. Stations were established along the line at City Point, Brooks, Thorndike and Unity. Being the unwanted stepchild of the now big-time Maine Central was, of course, to have a depressing effect on the B&ML's traffic. Local business was significant for the road, Waldo County's only rail service, but would be forever limited to the products of the fields, factories and fisheries of that region alone. Belfast would not be the rail-to-sea outlet it had strived to become for 35 years.

History records little of note on the 33.14-mile road during the next half century. In 1874 an extension south of the station in Belfast to Simpson's Wharf was built. In 1886, night train service was established leaving Belfast at 7:55 p.m. and returning at 5:20 a.m. The following year, a station was established at Waldo. In 1894, a quarry spur was built to Oak Hill, east of Waldo; this lasted until 1899. Records for 1874 show 17,244 passengers and 11,036 tons of freight traversed the line.

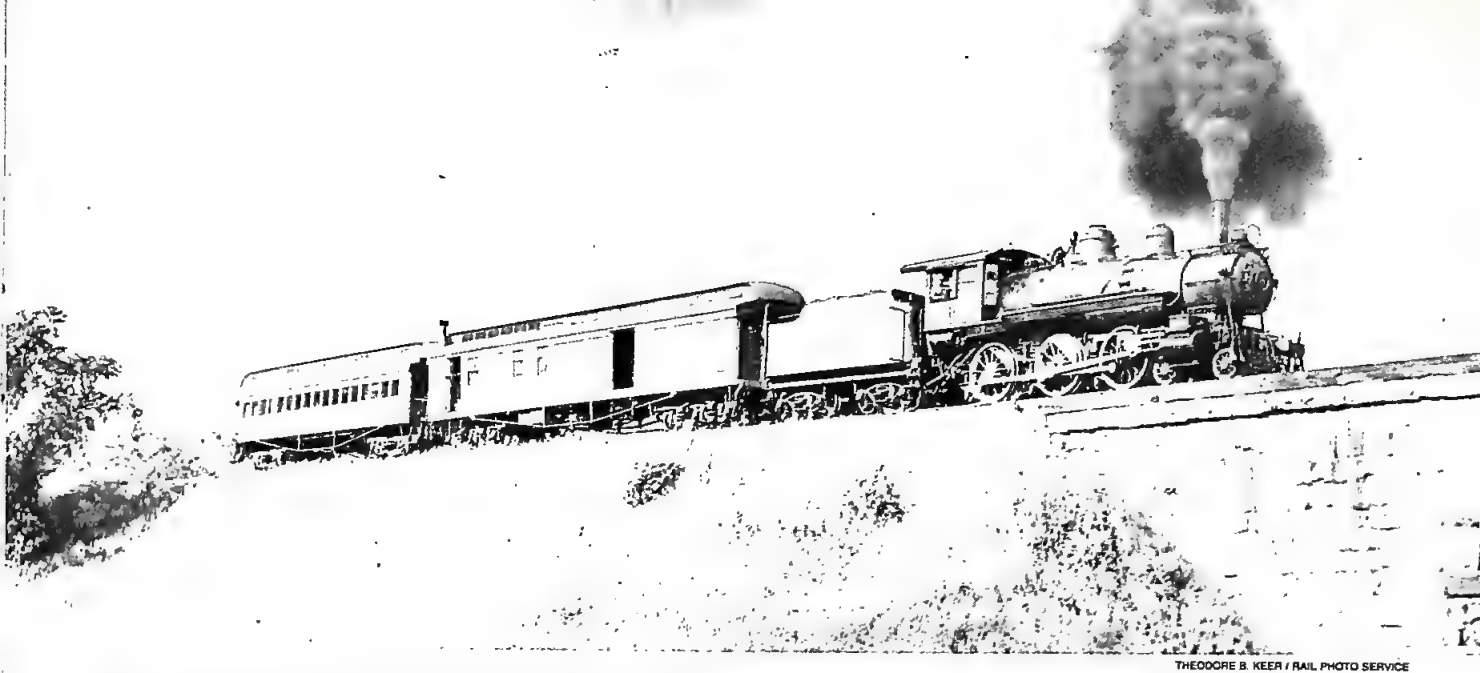
Several other proposals for new lines into the region were hashed over during this time, including a road from Rockland to Bangor by the Penobscot Bay & River Railroad and by the Georges River Railroad from Warren inland north of Belfast to City Point. Even a scheme to build east from Brooks to Bangor to connect with the European & North American was heard. Fortunately for all concerned, these plans all came to naught; the B&ML didn't need any "help" carrying the meager traffic of Waldo County.

In 1917 business warranted three round trips over the Belfast road each weekday, with departures advertised from Belfast at 6:55 a.m. and 12:30 p.m. and arrivals at 9:40 a.m. and 1:50 and 5:20 p.m. Apparently the third westbound trip from Belfast was a freight-only run, as it does not appear in public timetables.

HAROLD K. VOLLRATH COLLECTION



B&ML'S SECOND NUMBER 16, former Bangor & Aroostook 213, was photographed at Belfast in July 1937. The handsome 4-4-0 was on the B&ML's roster for only three years.



THEODORE B. KEER / RAIL PHOTO SERVICE

TEN-WHEELER 19 had the afternoon passenger train No.6 at City Point in 1946, nearing Belfast. The B&ML operated from 1939 until dieselization with ex-BAR 4-6-0s.

Independence

By the time the MEC's 50-year obligation had passed, conditions in the rail industry had changed dramatically. The total rail mileage in the country had already peaked, and the slow but steady decline of the rails had started. In 1923, MEC sold off its two-foot narrow gauge empire, the Sandy River & Rangely Lakes, and in 1925 had abandoned its far-flung Hereford Railway in Quebec, consolidating the Mountain Division with the Portland Division.

Claiming loses of $40,000 per year on the Belfast branch, the MEC terminated its lease in 1925, putting the major stockholder, the city of Belfast, into the railroad business. Wasting no time and perhaps feeling a bit relieved, the city formed a board of directors, hired a general manager, procured equipment and got to business. The independent B&ML turned a profit early on hauling grain, fertilizer and coal inbound and milk, pulpwood and sardines outbound — as well as mail, express and passenger in both directions.

For better than two decades, the B&ML was the quintessential short line railroad. Operating second-hand 4-4-0 and 4-6-0 locomotives and equally vintage coaches and baggage cars, it kept its on-line towns connected to the outside world without making any mark beyond Waldo County. Lucius Beebe visited the B&ML and certainly enjoyed it. In his 1961 book *Mixed Train Daily* he observes, "Still in the realm of *lux*, the passenger compartment of the combine of the Belfast & Moosehead Lake . . . boasts upholstered armchairs, smoking accessories and a rack of periodicals and daily papers for its clientele." Elsewhere in the book, he identifies those periodicals as *Atlantic Monthly* and *Yankee*.

Initial power was several leased Boston & Maine B-13 and B-14 class Moguls (the 1329, 1334, 1343 and 1359 were in use between March 1926 and October 1927). These were replaced with a 4-4-0 (first 16) and a pair of Ten-Wheelers (17 and 18), all former-Bangor & Aroostook. Three ex-Reading coaches, two ex-B&M baggage cars and a pair of ex-B&M cabooses provided rear end service on the two daily round trips to Burnham Junction and return. Each of these initial three B&ML-owned engines served about ten years and was traded back to the BAR for similar replacements: The first 16 was swapped for another American, numbered second 16, in 1936, and 4-6-0 18 was traded for the similar 19 in 1940. Ten-Wheeler 17 went for 4-6-0 61 (not renumbered by B&ML) in 1945. The second American type was the shortest-lived B&ML steam engine; it lasted three years before being swapped for Ten-Wheeler 20 in 1939.

Weekday operation late in the all-steam era consisted of Mixed Train No.3 (No.1 on Mondays) leaving Belfast at 6:40 a.m. and arriving at Burnham Junction at 8:00 a.m. There it became Mixed No.2 (No.4 on Mondays) leaving Burnham Junction at 9:00 a.m. after making a connection with MEC No.10, the westbound *Pine Tree Limited* for Augusta, Portland and Boston. Mixed No.2 was scheduled back in Belfast at 10:45 a.m. The "varnish," passenger Train No.5, departed Belfast at 12:45 p.m., arriving at Burnham Junction at 2:00 p.m., and after connecting with MEC Numbers 12 and 11, the westbound and eastbound *Kennebec Limited*, became No.6, returning to Belfast at 4:10 p.m. These schedules were adequate for a shopping jaunt to Waterville or even a visit to the state capitol in Augusta.

Diesels arrive

With its newest steam engine nearly 45 years old at the end of World War II, the Belfast road was a prime target for a General Electric salesman peddling the new short line design diesel, the 70-tonner. In late 1946, a pair of these units entered service, making two of the three Ten-Wheelers surplus; 20 and 61 were scrapped the following spring. The new engines, aside from offering all the maintenance and servicing advantages now familiar, produced 60% more tractive effort while weighing several tons less than the 4-6-0s — the weight being a certain consideration on the light rails and untreated cedar ties making up the B&ML's main line. The first pair of 70-tonners labored along with Ten-Wheeler 19 pinch-hitting for them until June 1950, when the steam era ended on the B&ML. A third 70-tonner, number 52, arrived in May 1951 in an attractive two-tone scheme unique to that unit (the colors of this unit remain unclear today, however). None of the three 70-tonners had multiple-unit capability, a feature certainly not considered necessary at the time but which would have figured positively in years to come. For the rest of the 1950s, the steam era schedule of a round trip mixed and a round trip passenger each weekday and Saturday and a single round trip mixed on Sundays was maintained.

KODACHROME: GEORGE MELVIN

KODACHROME: CHRISTINA MELVIN

THE B&ML DIESELIZED with GE 70-tonners 50 and 51 in 1946. In the boom season of October 1977, the non-m.u.-equipped 52, 50 and 53 (top) were triple-heading out of Burnham with 22 loads. Two years later the 51 (top right) was departing Thorndike westbound. On November 10, 1986, the 53 was wearing the red livery (above) on a five-car train at Knox. Still in Berlin Mills colors (below), B&ML 54 had an excursion for Waldo at City Point on September 5, 1990.

KODACHROME: ELAINE MELVIN

DAVE ALBERT

Passenger patronage was declining steady by this time, and station stops at Knox and City Point were cut out in 1956. Otherwise, the traffic of Waldo County remained the way it had been for decades: "fields, factories and fisheries" made the B&ML a useful, if not terribly profitable, element in the region. The city-owned line went about its chores without fanfare.

Some gains . . . some loses

The decade of the 1960s brought more change to the B&ML than any previous decade since independence in the 1920s. The railroad lost its main line passenger, mail and express connections when the last MEC passenger service ended on March 9, 1960. The milk business, long a reason for Sunday service, had also dwindled, and Sunday operation on a regular basis ended that September. From an operating point of view, this cut the train movements in half to a single freight round trip six days per week but probably made the line more profitable as the additional round trip had depended on the mail contract to pay its way.

Meantime, something good was happening in Waldo County and throughout central Maine: a new industry, heavily-dependent on rail service, was being established. Poultry companies producing large numbers of chickens in huge custom-built houses were locating in the area and building feed mills which consumed several times more corn and other feeds than the old line cattle-oriented feed mills. In 1961, the first feed mill built by a railroad in the U.S. was constructed by the B&ML on the site of the passenger station in Belfast. This mill was leased to Maplewood Poultry and began what would become a booming business. This mill was replaced in 1966 by the larger Frontier mill, located to receive grain by barge as well as rail. Not a ton of feed ever arrived by barge at Belfast, however. In 1970, Ralston-Purina Co. built a mill in Thorndike, incorporating the original mill in Belfast, which was dismantled, moved by the B&ML in a special train and reassembled at Thorndike. This mill was sold to Penobscot Poultry soon after being built and operated as their feed division, Bayside Enterprises. These companies also received a steady diet of chicken crates as well as packing boxes. A by-product company, the Mearl Corporation, located at Forbes Siding; it processed the offal (chicken entrials) into fire-fighting foam and used the B&ML for transportation.

During this time, business not related to the chicken industry also boomed on the B&ML. At Forbes, Maine Reduction Co. processed leather scrap (from the shoe industry) into fertilizer, using rail for both inbound and outbound products. Prentiss & Carlisle Co. opened a pulpwood yard at Waldo in 1968; B&ML acquired ten pulpwood cars for this business in 1974. These new and booming customers quickly eclipsed any gradual loss in tonnage as smaller long-established companies either changed to trucks or went out of business.

By 1970, the road found itself operating trains too hefty for a single 70-tonner except on very slow days. From Burnham Junction the line climbs out of the Sebasticook River valley for five miles to Unity Pond, where it becomes generally level or descending the rest of the way to Belfast. A single 70-tonner could handle about 700 tons up this hill. This translated into about a half dozen loaded jumbo covered hoppers, now the typical load received by the B&ML — and about what a single bulk mill would consume in just one day. Since nearly all the B&ML's business was inbound loads, doubleheading became commonplace (remember the 70-tonners were bought *without* m.u.) on the daily train still operated by timetable as Trains No.1 and No.2. About a third of the tonnage was dropped by the time Train No.2 reached Thorndike. Sometimes a unit was stationed at Thorndike, picked up by No.1 and used to Burnham Junction and return on what had now become ordinary trains of twelve to 15 loads. On Mondays and during grain harvest season when storage bins were being filled at Thorndike, trains of 20 loads or more required *triple-heading* from Burnham Junction to Thorndike. An enginehouse was built at Thorndike as this engine swapping became an established practice.

In 1976 the road had the best year in its history. During the 1970s, a variety of engines was leased to supplement the 70-tonners, which were coming due for overhaul as well as being overwhelmed by business. These ranged from too-small (MEC 44-tonner 13, not even adequate to hustle the jumbo corn cars around Belfast yard) to other switchers (such as an MEC Alco and BAR SW9 33 in 1979) and even road switchers (MEC GP7 562, on the line as the result of a derailment in 1976, and MEC GP38 262, used in regular service, the biggest power ever on the road).

One unit came and stayed: Montpelier & Barre 70-tonner 21 was purchased in 1970 and became B&ML 53. It had m.u., but there was no other unit to m.u. with! The 53 was painted into the standard green and orange by the fall of 1971 and was also the first (and to date only) unit to receive the B&ML's current paint scheme of red and white, designed by then-manager Bob Gillam in 1980.

The bubble bursts

The bubble broke in 1980. While the Prentiss & Carlisle pulpwood loading had stopped in 1975 and the business from both companies at Forbes (the chicken byproduct plant and the leather scrap processor), plagued by environmental problems, had sputtered to a halt in 1979, the little road had been almost too busy with the business to notice.

Lured north by low labor cost and

cheap energy, the chicken industry was pulling out of Maine even faster than it had arrived. The rapidly-increasing energy costs of the 1970s had put the poultry producers in a bind, as the chicken houses had to be heated to 80° throughout the longer and more severe Maine winters (ironically, much of the poultry once produced on the B&ML is today keeping the Alcos running on the Arkansas & Missouri). Maplewood Poultry closed in 1980, idling the bulk mill in Belfast. This effected a 32% loss in BM&L business — overnight!

The operation was modified somewhat after Maplewood closed. Daily service was maintained between Thorndike and Burnham Junction, with trains running between Thorndike and Belfast as required, perhaps twice a week. For the next few years, the Bayside Enterprises mill in Thorndike would account for 80% of the B&ML's traffic. In 1986, a modest amount of business came along when the nearby Maine Central Rockland Branch was closed, bringing Rockland-based customers the 25 miles by highway to do business at Belfast.

The B&ML also went loco shopping again in 1987, buying two more 70-tonners from New Hampshire's Berlin Mills Railway. Unit 16, still in Berlin Mills' James River Company green and white, was renumbered 54, but the Berlin Mills 15, still in its older green and orange paint, has not been renumbered to B&ML 55.

The decade would not end without another major setback for plucky little B&ML. Penobscot Poultry, Maine's last chicken processor, closed its plant and feed mill in 1989. This meant a whopping lose of business at this point, leaving the occasional car for Belfast, perhaps two or three per week, as the only remaining business.

This traffic was mostly Rockland-oriented: perlite ore for a filter company near Rockland was the biggest account, followed by inbound soybean oil for packing sardines and outbound fish oil, a byproduct from sardine packing. Two Belfast firms, a coal dealer and lumber dealer, round out the short list of remaining customers. But even the sardine industry is in trouble; from a peak of 49 plants in 1930, only eight remained in 1990.

With the road running out of traffic, the stand-offish stockholder, the city, was now compelled to get involved. The city purchased the railroad's property within the city limits, including the now-rebounding waterfront land, and paid the money in monthly installments to meet the line's shortfall.

Passenger excursions have been run for the past two years. Several trips a day during the summer to Waldo or Brooks and fall foliage trips to Burnham Junction were operated. Though they are a positive element in Belfast's bid for tourist dollars being spent on the Maine coast, they have not turned a profit for the B&ML. Some growth from the 17,000 tickets sold in the 1990 season, however, might put this operation into the black.

The reopening of the Rockland Branch, now owned by the state and operated by contract by the Maine Coast Railroad, took away about 90 carloads of freight per year. As a result, the B&ML lost a total of $300,000 in 1990.

Decision time

In February of this year, the city put its 76% share of stock in the B&ML up for sale, hoping for a private buyer. The asking price of $250,000 is perhaps the scrap value of the line, but a commitment to run the railroad at least four summers may be too much to ask. To date, no buyer has been secured.

After the line was closed this past winter, the city council voted unanimously on March 26, 1991, to operate this summer. As was the case over a century ago, the region and its major city want their railroad. This distinctive old line, owned by a city, a neighboring town (Brooks) and perhaps 100 individuals, most descendants of early investors, will have at least a few more months before its future is decided.

A few cars of coal will arrive, and the tourist trains will run this summer. A Canadian company is interested in reopening the Penobscot plant, and that could remove the B&ML from its seemingly death-row status as of this writing. Let's hope it or something else comes through to save the old Belfast road.

Want to ride to B&ML? Call 207/338-2330 for schedule and fare information. It might not be prudent to wait until the summer of 1992 however. ⊂

STRUGGLING FOR SURVIVAL 70-tonner 53 accelerates out of Belfast, past the Stinson Canning Company, with an evening "Spirit of Brooks" excursion on July 22, 1989. Today, the passenger excursions are all that is keeping the B&ML running.

ELAINE MELVIN

MIKE DEL VECCHIO

SIMMERING IN THE COOL night air, UP 4-8-4 844 and 4-6-6-4 3985 are poised with their train at Portola on April 26, 1991, ready for tomorrow's run down Feather River Canyon to Sacramento.

Aboard the UP doubleheader

Travel on the Union Pacific's steam doubleheader from Portola to Sacramento to view the train like a typical newspaper reporter

by Ted and Sylvia Ann Blishak

We have all seen that magnificent Armour yellow and gray streamliner that accompanies the Union Pacific steam locomotives on their wide-ranging treks, and some of us may have purchased tickets to ride as passengers aboard the public excursions, but relatively few railfans get a look at how the UP uses its train and business cars for the important business of community and customer relations. In an effort to see how the railroad treats its "guests," we were invited aboard the April 27, 1991, doubleheader steam excursion from Portola to Sacramento as typical members of "the press," to observe the operation like a typical on-line newspaper reporter might see it.

As railfans, we knew the event well. The gray 4-8-4 844 and 4-6-6-4 3985 would run westward over the former Western Pacific main line through the Feather River Canyon pulling a 23-car train of coaches and office cars. The passenger accommodations were being handled by the Central Coast Chapter of NRHS, while the railroad was tending to its own invited guests in the office cars. We would be the guests of Ed Trandahl and John Bromley of the UP's Public Relations Department.

Morning in Portola

The trip for us began much like a fantrip, as after passengers stayed overnight in Reno, Nevada, the Central Coast Chapter provided busses to transport us to Portola, California, about a 45-minute drive to the northwest. It was a bright, crisp day on the high desert, and a crowd of observers had already gathered by the time we arrived. The two-tone gray 844 was puffing impatiently on the oint, followed by a sighing and thrumming 3985. A new GE Dash 8-40CW diesel, 9427, assigned dynamic braking duties for the downhill run into Oroville, was attempting to blend in with the UP Armour yellow rolling stock.

Since we were representing the press, we joined a handful of other reporters from Oroville, Sacramento and San Francisco newspapers, as well as from Sacramento's television Channel 13. One of them had interviewed a local resident about her reaction to the steam engines' arrival:

"I looked out the window and noticed that they'd let the kids out of school — they were standing around watching two columns of black smoke. The last time I'd seen anything like that, the

town had burned, and I thought, 'Oh, my God, Portola's on fire again!'"

UP's John Bromley welcomed us aboard the business car *Cheyenne*, doing double duty as a dorm for the public relations staff and a press car.

Equipped with press passes, we were encouraged to explore the lengthy train, which carried reporters, ticketed passengers and also VIPs and employees in a private section of the consist. Bromley explained that much of the rolling stock was recently redecorated, and original ads for the UP name trains the cars had been named for (such as the *Portland Rose*) were framed and hung inside. Although space does not permit individual descriptions, all the cars looked better than new. The coach seats, originally covered in naugahyde, have been upholstered in a green fabric that subtly works the UP initials into a decorative pattern; carpeting and spacious legroom add a deluxe touch. Lounges contain overstuffed chairs and table lamps in tasteful colors. The entire consist is heated and air conditioned to perfection with electrical head end power supplied by a generator car containing two heavy-duty diesel-powered units.

Life on the business cars

We made our way to the rear of the consist, where our press passes gained us entry to the exclusive private section of the train: the sleepers and business cars in which UP executives and their wives, along with people from the UP Foundation, were enjoying their journey. The door to each sleeping compartment had a sign with the occupant's name on it — truly First Class.

The dining car for this section, the *Overland*, was providing breakfast for the VIP group, complete with white-jacketed waiters of the Pullman persuasion, dinner chimes, white linen and art-deco china in the famous UP "Winged Streamliner" pattern. We stood next to the two Oroville reporters, gaping at this unbelievable scenario before turning away, feeling like intruders.

"Come on, sit down," someone urged. "We've plenty of room." Feeling like Alice must have when she stumbled into Wonderland, we joined the group as platters of delicious pastries, breakfast meats and eggs were passed around. So this was life on a private train — even better than we'd imagined. Out the window, the sun glinted on the river as it tumbled through the forested canyon with snow-capped mountains towering above.

Thus fortified, we continued our exploration until we reached the rear car. We elected to ride out the first photo runby on the open platform. While we stopped, a youthful rear brakeman/flagman stood near the tracks. After some conversation with the front end on his radio, he frowned and asked, "Are you *really* going to back up?" Receiving an affirmative reply from whoever was on the other end, he jumped aboard the rear car and shook his head.

"Guess you don't have much experience with backing trains up," we said.

"I sure don't — you don't back a freight unless there's a real emergency," he replied. Stationed in Portola, he was learning something about railfans. "Yesterday I was working the second section special east of here. It's desolate; places out there where I've never seen wildlife. But railfans were landing planes in the desert and running over with their cameras to take pictures!"

After the runby, faraway steamy moans as well as someone's scanner announced that, "the 3985 westbound special is now under way."

On the way back to the business car *Cheyenne*, in a vestibule we ran into the legendary "UP Joe" from the California State Railroad Museum steam staff. "You know, this is a wonderful day," said he. "I keep telling 'em, this is priceless publicity that no amount of money could buy. All those people along the way, out here today, and at Railfair coming to see this. And where else could you find a doubleheaded steam train? This is a wonderful day."

We asked John Bromley how the public relations people at UP utilize their vintage rolling stock.

"We don't use the steam engines that much, just two or three trips a year. We're really gratified with the response the press is giving us in California. We'll be bringing at least one of the steam engines back to California for the NRHS convention in San Jose next year; then we have some commitments for them in the East.

SYLVIA ANN BLISHAK

WALTER DEAN, with 48½ years of service, is the only UP employee to have a business car named after him, and he was retiring after this trip.

"We do have frequent diesel-hauled movements on which we invite shippers, politicians and community leaders and do tie-ins with special events such as Railfair. We also do some Operation Lifesaver runs, which involve grade crossing safety education. Earlier this year, we had an on-board meeting with California Department of Forestry officials on a train through the Feather River Canyon. We've done this in other years, and everyone gets a chance to air mutual concerns about fire prevention and listen to each other's problems. This has been beneficial for both sides."

We asked John Bromley if UP, with its fine fleet of passenger equipment, has reconsidered luxury private rail passenger service. He smiled and said, "The two best things that ever happened to railroads were the invention of the diesel locomotive and the end of passenger service. I'm talking about profitability — if we thought we could make money on passengers, we'd do it."

Walter Dean, with 48½ years of service with UP, came through on his way to bartending duties and was introduced to the reporters. "He's the only employee who has a business car named after him," Bromley explained. "These fine cars and upholstery mean nothing without service. This service crew is kind of a special group and can do what they want." He told about a trip, years ago, with Louisiana politicians aboard. "They wanted the bar car open at 8:00 a.m., but Walter didn't like that idea and refused," said Bromley. "Finally, I was approached by a company vice president who said they were going to have to get the bar open at 8:00. So I went to Walter Dean, hat in hand, and negotiated. Dean agreed, under protest, but as he was getting his ice out he kept shaking his head and muttering, 'Pitiful, pitiful.'"

A newspaper reporter asked Ed Trandahl for his views on passenger service. "It's no secret that European governments heavily subsidize their rail systems. If our Federal government, which is already paying billions of interest on its debt, wanted to spend a few billion more subsidizing rails, we could have a system that would equal or surpass Europe's. And maybe they should do that. But UP is a private corporation, and we can't afford to subsidize passenger rail service."

Railfans and runbys

The train was creating quite a sensation as we paralleled the highway. There were crowds of photographers and a line of pacers. "This is the best way we can sell ourselves," commented Ed Trandahl. He feels that video cameras and affordable 35mm cameras have created an extra motivation for people to watch and follow the UP steam engines. And many railfans now carry scanners, which keeps their interest high.

KODACHROME: JIM BOYD

KODACHROME: STEVE BROWN

THE UNION PACIFIC doubleheader departed Salt Lake City on April 24 and traversed the former Western Pacific causeway across the south end of the Great Salt Lake **(right)**. One of the most recognizable landmarks on the journey down the Feather River Canyon on April 27 was Keddie Wye **(above)**, where the 844 and 3985 were the first steam locomotives to operate over the trestle since the end of WP steam. This view was from the rocks north of the bridge. As the doubleheader rumbled across the bridge **(below)** where the new line diverts westward around the Oro Dam, two youngsters jumped into the Feather River from the lower girder ledge of the span.

KODACHROME: MIKE DEL VECCHIO

SOUTHERN PACIFIC *Daylight* 4-8-4 4449 was making its way south from Portland to Klamath Falls on the day the UP doubleheader was negotiating Feather River Canyon. On Sunday, the 4449 crossed a drought-depleted arm of Shasta Lake (above) after dropping down from Black Butte behind new-scheme GP40s, shown (below) at Castle Crags.

KODACHROMES / TOP: MIKE DEL VECCHIO, BOTTOM: JIM BOYD

We got off the train for the second photo runby, along with some of the VIP passengers. One lady, stylishly dressed in a cerise silk blouse, hadn't heard about photo line etiquette (while the car hosts for the NRHS passengers had given instructions to the railfans, nobody had briefed the reporters or the VIPs). So after the engines backed away and then roared past with impressive smoke plumes, she cried out disapprovingly into the sound recorders of the surrounding railfans, "Oh, what are they doing all that black stuff for?" We attempted to explain that to a railfan, the blacker the smoke the better.

The subject of black smoke was raised again with Bromley back on board. He pointed out that UP must tailor its public relations campaign to suit the territory. When the engines came to Los Angeles Union Station's anniversary, for example, he looked over his publicity photos of the engines spewing black smoke, then pondered the smog problem in Southern California. He substituted some pictures showing cleaner stacks for distribution to the local media, which he felt were better received.

When we stopped in Oroville, there were hundreds of people to greet the train. Onlookers were invited on board to go through the souvenir car. Trip Director Hal Lewis' voice came on the radio to advise UP security that people were crawling under the train. The diesel, having performed its downhill braking chores, was pulled off at the Oroville yard as the train was spotted at the old downtown passenger depot. We'd be 100% steam powered for the rest of the way into Sacramento.

The cab of the Challenger

Other reporters had been invited into the cabs of the steam engines, and now it was our turn. Are you with us? Reach way up and grab the high steel ladder; you're climbing into the cab of the world's largest operating steam locomotive: Challenger 3985. The cab is warm; you can see and hear the flame through the three-inch open window of the firebox. Engineer Bob "Blue Moon" Krieger, who stands a husky six-foot-four, shakes hands to welcome you aboard. His home base is Cheyenne, according to the slightly smudged business card he hands you. It reads "LOCOMOTIVE ENGINEER, STEAM - DIESEL, 3985 - 8444."

Krieger also wears a name badge that reads "I'm not Steve Lee," a running joke among the Western steam crews after years of answering questions from fans and bystanders. The real Steve Lee, head of the UP's steam program, is at the throttle of the 844, which is coupled ahead of the 3985. Although Steve is handling the air and controlling the train's speed and overall operation, the radio conversation identifies the train as "Extra 3985," a tradition which regards a doubleheader as a "road engine" tied to the train and a "helper" coupled ahead.

Fireman Rick Steele, who is a brakeman for UP in real life, puffs on a pipe which adds to the already-smoky atmosphere and looks askance at your goggles. He advises you that you won't need them; the Challenger was converted to oil last year — no more cinders. Both men, clad in blue overalls, tell you they worked on the restoration of the Challenger ten years ago.

The large cab contains high-backed seats for the engineer and fireman with padded seats behind each. You perch behind Krieger and look at the throttle and handles. A rope from the ceiling with a red wooden handle on it controls the whistle; nothing else is quite so obvious.

Do these guys work hard, long hours? Yes — they've been on the job since morning. It's now 5:00 o'clock, and they've had no lunch. But soon, plastic plates of hot food are passed up into the cab. They manage to eat dinner, sip jars of Gatorade, answer your questions, communicate on the radio, back slowly up to couple onto the train and pass oilcans down to the maintenance crew all at the same time.

Do they ever get tired of waving to people, you wonder? "Not really," they admit.

You're itching to get your hand on the whistle cord and ask Krieger if he needs any help with it. "Everybody up here gets a chance," he says. He gives you the nod for two toots; you don't pull hard enough the first time and have to stand up to get a firmer grip. He explains about whistle signatures: "When I come into town on a diesel, they can recognize me from the way I blow the horn."

Everybody smiles and waves at the engine crew as you go by; you help out with waving back as the train pulls out of Oroville. The chuffs turn into a roar; the crew now communicates either with hand signals or by walking across and shouting into each other's ears.

When dinner is over, plastic plates and utensils go into the firebox and are immediately sucked into oblivion. Rick Steele gets a scoop of sand and places it in the opening. The grains are sucked into the flame — you stick your head out the window and notice the smoke turns black as ink almost immediately.

The train is doing some fast, straight running out into the Sacramento Valley now, with green grass, wildflowers and the Sutter Buttes off to the right. Ducks and geese scurry. The sound of the engines causes horses to buck and shy, rabbits to run, pheasants and egrets to flutter out of the way. We're up to 65 now, steaming along past rice paddies and fields where cattle graze. Krieger yanks on the whistle cord; cows scatter. "We see them as targets of opportunity," Steele chuckles. You always suspected they had fun up here; now you know.

SYLVIA ANN BLUHAK

ENGINEER BOB KRIEGER was at the throttle of UP 3985 as they were about to begin a movie runby south of Oroville.

Farmers and their kids and dogs have walked across fields to watch the train's progress. The farmers wave, the kids hold their ears, the dogs turn tail and scamper away in panic. As the engines chuff towards the outskirts of Sacramento, there are more grade crossings, and Krieger needs even more of your help with the whistle. Along the levees are joggers, dog walkers, bike riders. We get waves, cheers, victory signs, thumbs up. Everybody loves a steam engine. This train is bound for glory. You wish you owned Eastman Kodak stock today — whole families are taking pictures; even the kids have their own cameras.

The sun sets as the engine slows just outside Sacramento. There's a guy on the levee with a video camera; Krieger gives him an unexpected "toot," and he jumps and almost drops it. The train pulls to a stop in the yards; busses are waiting across the tracks to take the railfans (and you, too) back to reality. Krieger gets on the horn to Bromley back in the *Cheyenne*. "We've still got a couple of your people up here — shall we let them off now?" The answer is affirmative; you shake hands and give an inadequate-sounding thank you for the ride of your dreams. Your trip is over, but the crew's is not — they'll take the engines on to Stockton for maintenance tonight, then drive back to Sacramento to join their wives who are coming in on Amtrak.

You climb back down the steel ladder. Your ears are ringing; your eyes are smarting. You're windblown and soot-stained and smelly and thirsty, but you can't stop grinning and shaking your head in wonder. You've done it. You've ridden the Challenger.

Thanks a million, UP!

Celebrating

THREE PHOTOS: JIM BOYD

Steam and diesel locomotives from near and far gathered in May to help the California State Railroad Museum celebrate its tenth anniversary

by Jim Boyd

Some things are truly worth celebrating, and a full decade as America's finest railroad museum certainly qualifies. The magnificent new California State Railroad Museum opened to the public with "Railfair 1981" in May of that year, and the Grand Opening saw the arrival of a Union Pacific doubleheader from Cheyenne with 4-8-4 8444 and the huge Challenger 3985 as well as the public debut of Southern Pacific 4-8-4 4449 in her restored orange and red *Daylight* livery.

It seems almost inconceivable that the appearance of "only" those same locomotives ten years later would constitute a disappointing affair, but that's what some jaded railfans seemed to believe a week before the action. After tantalizing promises of the greatest gathering of big locomotives since the end of steam, by late April 1991 the list of "no shows" for Railfair '91 was outnumbering the guaranteed attendees.

As in 1981, the *Daylight* would be coming down from Portland, Oregon, but this time with a perfectly matched orange and red train, and the UP doubleheader from Cheyenne (with the black 8444 now in passenger two-tone gray and restored to her God-given number 844) would be the first steam train to traverse the Western Pacific's legendary Feather River Canyon since the end of steam (in 1981 the UP doubleheader had come over the SP's Donner Pass). It was not surprising that the British *Duke of Gloucester* LMS 4-6-2 was unable to finance its trip to California, but Spokane, Portland & Seattle 4-8-4 700 was mired in the same insurance problems that were rapidly discouraging the two Canadian invitees, BC Rail's Royal Hudson 2860 and Alberta's Canadian National "Bullet-Nosed Betty" 4-8-2 6060. Distance and money had already put all of the Eastern coal burners out of the picture and kept Cotton Belt 4-8-4 819 and Frisco 4-8-2 1522 at home in the Midwest. After scheduling and ticketing a grand three-day *California Limited* trip from Los Angeles over Cajon and Tehachapi to Sacramento, San Bernardino's Santa Fe 4-8-4 3751 was forced to cancel out when her overhaul simply could not be completed in time. And the general scuttlebutt was that the same would be the case for San Francisco's Southern Pacific 4-6-2 2472.

Numerous "little engines" were already en route, but some skeptics were canceling their travel plans since Railfair '91 would be just a rehash of Railfair 1981.

"Just a rehash!" What have we come

RAILFAIR

Sacramento

Sacramento

TED BENSON

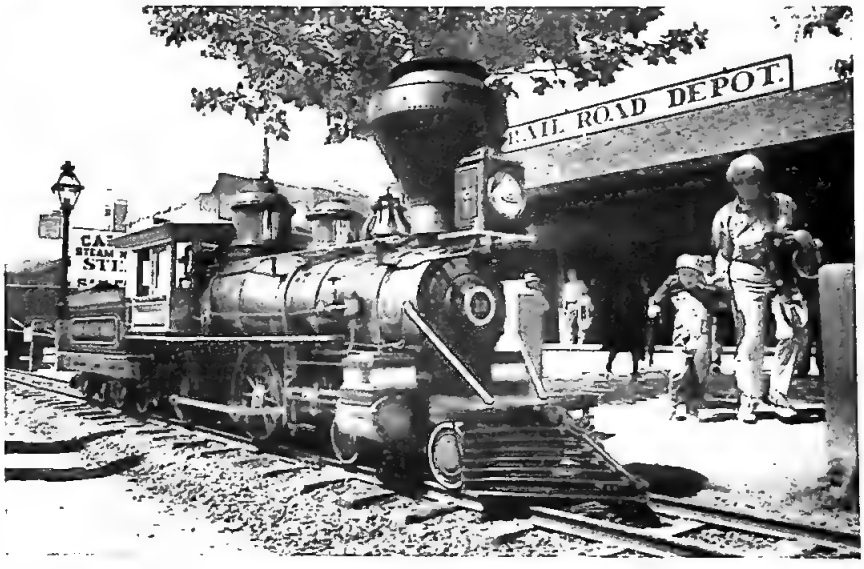
to expect? How could a matched *Daylight* over the Cascades and down the Shasta Route and a Union Pacific Challenger in Feather River Canyon in the 1990s be anything less than awesome? As the hours for the first moves approached, Sacramento Railfair '91 was suffering somewhat from its own overly-optimistic advance publicity.

A grand affair

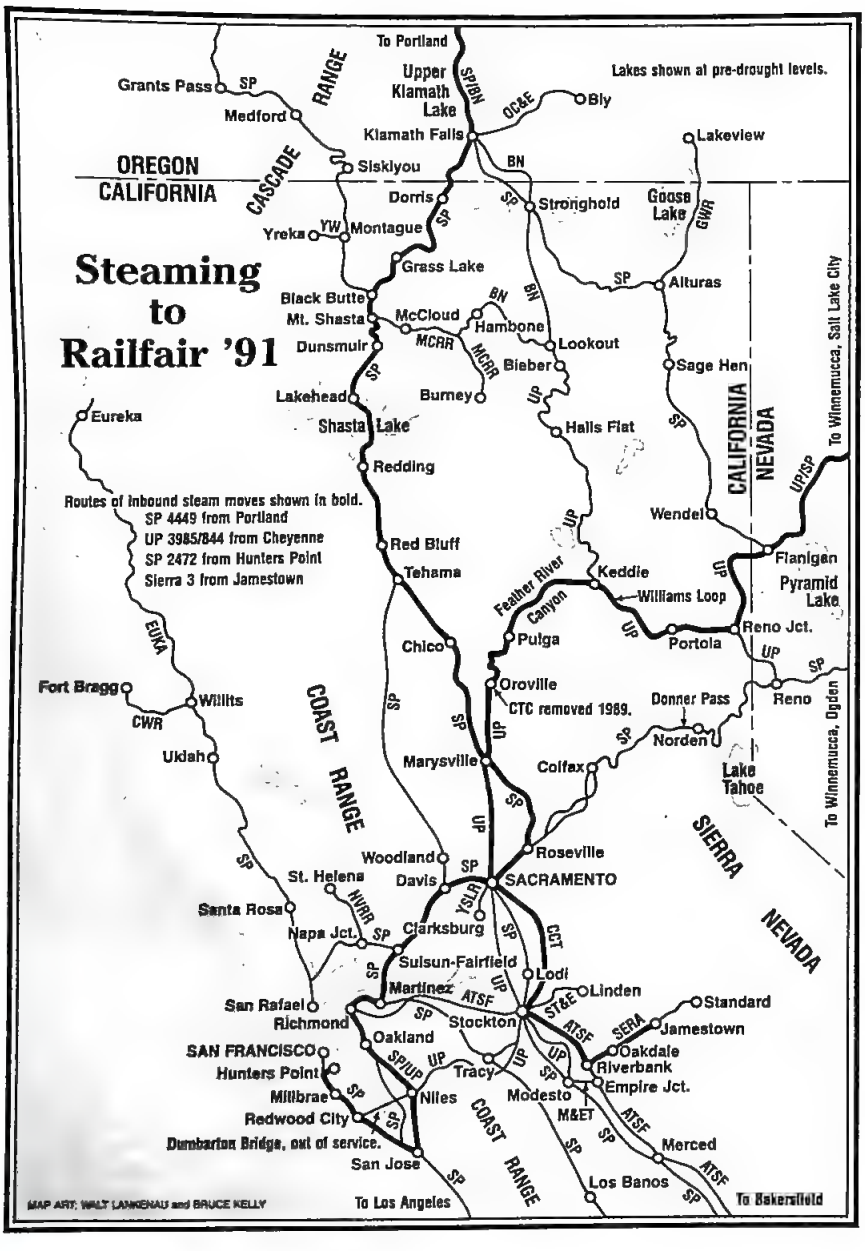
Just to keep things from getting dull, a nationwide rail strike in mid-April threatened to wipe out Railfair altogether, but it was resolved in a matter of days, and the Union Pacific and Southern Pacific passenger trains were able to make their inbound moves on schedule (although the UP hustled its train out of Cheyenne to Salt Lake City a few days early on the eve of the strike).

The UP train arrived on Saturday, April 27, with a revenue passenger run from Portola. This was the first steam run through the Feather River Canyon since the end of Western Pacific steam — and the four-mile-long motorcade on the paralleling two-lane Highway 70 was the exercise in photographic futility that everyone had expected (very few got more than one shot in the canyon), but the California Highway Patrol did an excellent job of maintaining sanity and keeping everyone safe. (Ted and Sylvia Blishak relate the on-train story on page 57.)

An unexpected bonus occurred as the



THERE WERE ENOUGH LOCOMOTIVES making noise at Railfair to make a youngster plug his ears (above) at the mere sight of Frank Allen's exquisite 5"=1' live steam model of the North Pacific Coast 4-4-0 *Sonoma*, the prototype for which is in the museum. Jack Neville could not resist making Imperial Irrigation District 0-4-0T 151 (with an 1880s-vintage SP slope-back tender) into the ultimate HO scale "VARNEY" Dockside Switcher (below). Sierra Railroad's famous 4-6-0 No.3 was venturing off home rails for the first time in 91 years (top) when Santa Fe GP39-2 3601 escorted it to Stockton on April 30. Some of the "big engines" like SP 4449 (opposite top) were moved around the site each day to stage them for participation in the musical pageant preformances.



doubleheader was rambling south out of Oroville. A few of us abandoned the chase of the steam train to head back up Feather River Canyon to catch the "water train" coming down from Portola. With the drought in California, the Union Pacific was bringing in 18 tank car loads of water from Wyoming to supply its locomotives at Sacramento, and the train was being used to ferry other display equipment to Railfair. One of the display engines was pulling the train: Union Pacific DDA40X Centennial 6936! Coupled back-to-back behind the world's largest diesel locomotive was the EMC FT 103 demonstrator set from La Grange, and behind that was UP's 101-year-old 4-6-0 1243 on its display flatcar (page 73). Bringing up the FRED behind the 18 water tank cars was the CSX display car *West Virginia*. Though the hour was late and the sun was low, it was great to follow a Centennial through Feather River Canyon again — especially with 1939-vintage FTs for the back-shot!

The Southern Pacific train scaled the snow-capped Cascades the same day as the UP was coming down Feather River Canyon, and on Sunday, April 28, they continued down from Klamath Falls to Sacramento. Back in 1981 the dynamic brake diesel helpers had been grubby tunnel motors, while the *Louisiana World's Fair Daylight* of 1984 got the experimental *Daylight*-colored SP SD45s. The 1991 trip got a similar touch of class as a pair of freshly-rebuilt GP40s wearing the new Rio Grande style speed lettering were used from Black Butte down to Lakehead. Two fine runbys north of Mount Shasta and some mighty fast track-speed running down the East Valley line into Roseville gave the passengers a very rewarding trip into Sacramento.

On Monday, April 29, one more live steam move to Railfair took place: Sierra Railroad 4-6-0 Number 3 ran from Jamestown down to Oakdale, and the Santa Fe's Riverbank Roadswitcher took it on to Riverbank. On Tuesday the diesel escorted the live No.3 to Stockton, and on Wednesday, May 1, a Central California Traction Company GP18 took the No.3 on into Sacramento along with the Santa Fe Dash 8-40BW 554 and the business cars *Santa Fe* and *Cyrus K. Holliday*. This was the famous Sierra 4-6-0's first venture off home rails in over 90 years!

The real surprise of Railfair occurred on that same day, when Southern Pacific 4-6-2 2472 beat the odds and steamed triumphantly into Sacramento Wednesday evening (see the story on page 46). With the arrival of these "big" engines, the stage was now set for Railfair '91.

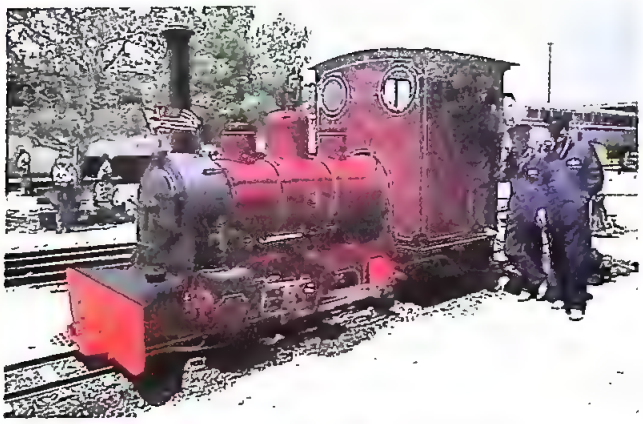
But there was much more to Railfair than just a gathering of big locomotives. Much of the charm and public appeal of the event was the superb variety of smaller locomotives that were steaming all over the museum site and the Sacramento Southern excursion trackage. There were brass-bound Victorian beauties like the V&T *Inyo* and the unexpected debut of the awesome three-foot gauge Eureka & Palisade 4-4-0, and a British Great Northern Railway 0-6-0 tank engine. Replicas of the earliest steam locomotives like the *Locomotion* from York, England, and the *Tom Thumb* and *Lafayette* from the B&O Museum put the more modern engines into perspective. And the Imperial Irrigation District 0-4-0T did an imitation of an HO gauge "Dockside" switcher with VARNEY emblazoned on its saddle-tank. Diesels ranged from the UP Centennial and Santa Fe Dash 8-40BW to the FT 103 demonstrator set and the museum's magnificent Western Pacific and warbonnet Santa Fe F-units and the smoothest-running Southern Pacific Baldwin road switcher in captivity.

Observe the photos on these pages, and celebrate again with us Railfair '91 and ten years of the California State Railroad Museum.

THE ELECTRO-MOTIVE FT 103 demonstrator set arrived in Sacramento behind UP Centennial 6936 (see page 73) and was displayed prominently along the boardwalk beside SP *Daylight*4449 and the museum's own diesels. On Thursday, May 2, (above) the 103 was alongside the museum's A-B Santa Fe warbonnet F-units and the fully-operable SP Baldwin DRS 6-6-1500 5206. The most notable diesel that didn't make it to Railfair was Alco PA4 DH-19 from the National Museum in Puebla, Mexico. The FNM PA was stopped in El Paso, Texas, when an inspection revealed FRA mechanical violations that could not be remedied in time.

KODACHROMES / ABOVE: MIKE DEL VECCHIO, FOUR OTHERS JIM BOYD

THE UNION PACIFIC was well represented on the Sacramento Southern trackage along the river south of the museum, as 0-6-0 4466 (page 66) hauled the regular tourist train and Centennial 6936 was usually idling nearby. In splendid "Streamliner" livery was Warren Miller's 1949-built GMC model PDA 4101 bus No.27 that was one of ten operated by the UP in East L.A. feeder service and used with Amtrak until 1973. An unexpected attraction was the Wisconsin Southern E-unit and passenger equipment from Northern Rail Car in Milwaukee. On May 6 the SP Baldwin was put into the museum (right) to make room for more equipment movement on the display tracks.



KODACHROMES / BELOW MIKE DEL VECCHIO THREE OTHERS JIM BOYD

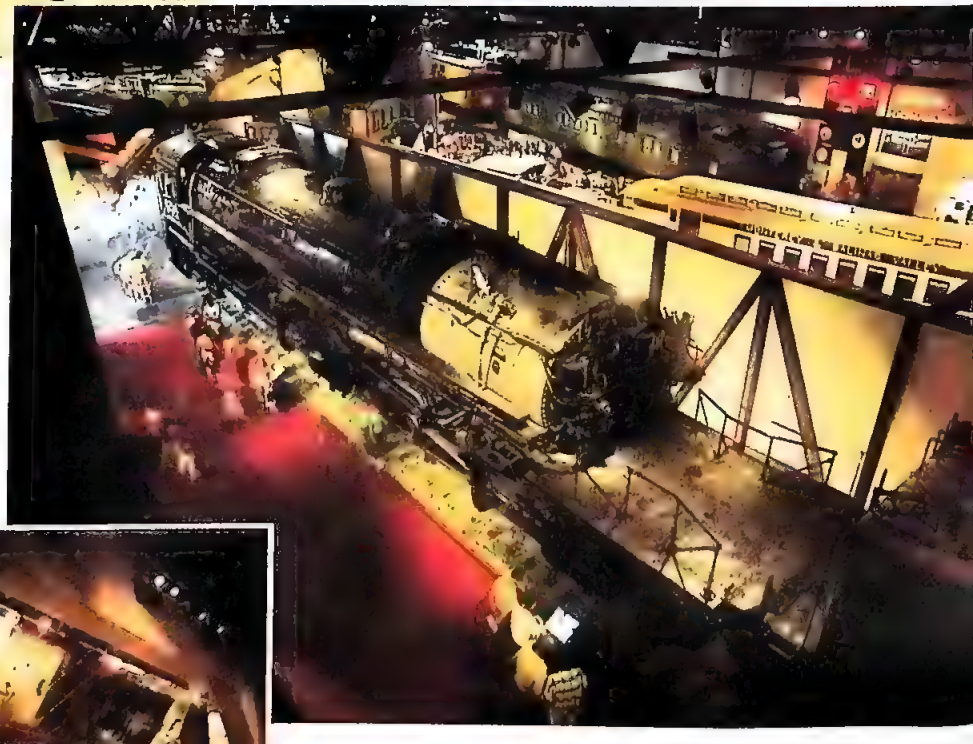
THE GREAT NORTHERN RAILWAY — of England — was represented by the 1899-built Ivatt 0-6-0T (above) from the National Railway Museum in York. Although built for the John Knowles Company of Leeds, England, for clay pit service, the beautiful 18-inch gauge 0-4-0T *Gwen* (top) came to the U.S. in 1958 and is now cared for by Richard Farmer of Northridge, Cal., and his brothers Ron and Bob. A stunning three-foot gauge surprise was the Eureka & Palisade 4-4-0 No.4 (below), superbly restored by Daniel Markoff of Las Vegas, Nevada.

WHEN A NIGHT PHOTO SESSION was announced for Friday, May 3, there was no doubt that the favorite subject would be the two big SP engines: *Daylight* 4449 and newcomer Pacific 2472. Once the 2472 proved herself roadworthy, the planned doubleheader fantrip to Oakland on May 17 was firmed up, and ticket sales were opened up. The excursion was a big success, and as it approached Benicia (below), the duo looked like a 1940s *Coast Daylight* with a helper out of San Luis Obispo.

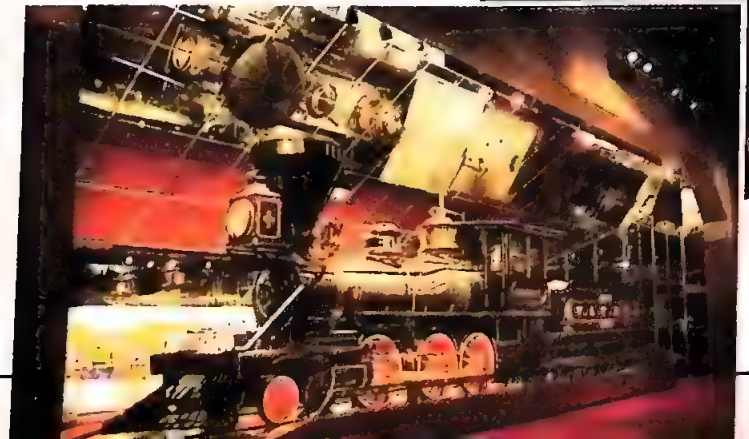
KODACHROMES / TOP: MIKE DEL VECCHIO, ABOVE: HAL LEWIS

RAIL FAIR
Sacramento

KODACHROMES / BELOW and LEFT MIKE DEL VECCHIO, ABOVE and BOTTOM J.M.BOYD



THE WHOLE REASON for Railfair '91 was to celebrate ten years of the California State Railroad Museum, and displays like the ones shown here are available all year around. "Upstairs" is a narrow gauge bridge scene (above) with a Nevada Central 2-6-0 and a three-wheel velocipede, and you can also get a new perspective on a Cab-Forward or the SP's colorful E9 6051. Probably the most unusual display is the "Gold Rush Bordello" mirrored motif surrounding the Virginia & Truckee 2-6-0 *Empire* (below). After ten years the museum still looks fresh and new, and there are some great plans for future development.



RAIL 91 FAIR

Sacramento

Markers

BY JIM BOYD

MIKE DEL VECCHIO PHOTOS

THE ARTICLE AWARD was presented at Sacramento to Bill Edson (at left) for his collaboration with John H. White on an article for Railroad History on the locomotives of the New York Elevated. He is shown with former Book Award winner H. Roger Grant. The Photography Award was presented by Bill Withuhn to J. Parker Lamb (right, at right) for his diesel photography.

(Continued from page 33)

This year's nominees for the David P. Morgan Article Award were: Federic Abendschein, "J Tower & Peers" in Sept./Oct. and Nov./Dec. 1990 *Locomotive & Railway Preservation*; Frances E. Bailey, "Rescue in the Sierra: Thirty-Nine Years Ago" in the Fall 1990 *California Historian*; Art Chavez, "Manitowoc's Mightly Midland Turns 50" in Sept./Oct. and Nov./Dec. 1990 *Anchor News*; A.A. den Otter, "Railway Technology, the Canadian Northwest, and the Continental Economy" in the Spring 1990 *Railroad History 162*; Otto Bobnick, "The Wisconsin Central Story" in September and October 1990 *Trains*; William B. Fredericks, "A Metropolitan Entrepreneur Par Excellence: Henry E. Huntington and the Growth of Southern California, 1898-1927" in the Summer 1989 *Business History Review*; Don Hofsommer, "To An Oasis among the Cornfields" in the Autumn 1990 *Railroad History 163*; Michael Magliari, "Populism, Steamboats, and the Octopus: Transportation Rates and Monopoly in California's Wheat Regions, 1890-1896" in the November 1989 *Pacific Historical Review*; multiple authors "Kaleidoscope" in the entire issue of the Mar./Apr. 1990 *Locomotive & Railway Preservation*; George W. S. Trow, "Devastation" in the October 22,

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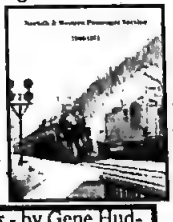

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1990, *The New Yorker*; John H. White, "Spunky Little Devils: Locomotives of the New York Elevated" in the Spring 1990 *Railroad History 162* with roster by William D. Edson; John H. White, "Home to Roost: The Story of Poultry Transit by Rail" in the Summer 1990 *Agricultural History*; Bob Withers, "Campaigning on the B&O: Ike's Trains" in the February and March 1990 *Trains*.

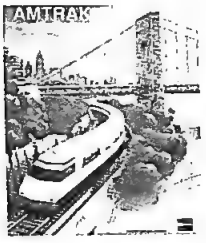
On the merits of quality and originality, the panel reached quick consensus that John White's article, "Spunky Little Devils: Locomotives of the New York Elevated," with William D. Edson's roster, was the winner. Because of the original work by Bill Edson on the roster and the close collaboration, a joint award was given to Messrs. White and Edson together.

"Jack White's contribution is now staggering: over 100 articles and eight books, with the ninth in press. Bill Edson's contribution, too, is immense, in the form of his meticulously assembled rosters, which comprise a fundamental inventory of the primary technology of railroading, the locomotive. In the article, 'Spunky Little Devils,' Jack and Bill are at their very best. They describe the genesis and evolution of one of the landmarks in the history of American urban transit: the New York Elevated.

"In a very special set of constraining conditions, the entrepreneurs of the New York Elevated caused to be developed one of the most fascinating fleets of steam locomotives ever. Good traction, rapid acceleration and intense operation at full output, alternated with short waits at stations, were the demanding criteria. The 'little devils' so developed were indeed spunky and provided a transit service that is astonishing in retrospect. With *steam* engines, no less, the New York Elevated operated to closer tolerances of headway and schedule than many modern, electric-powered systems.

next in month RAILFAN & RAILROAD

● AMTRAK'S NEW WEST SIDE CONNECTION: Karl Zimmermann comments on the last intercity passenger service out of New York's Grand Central Terminal and the new West Side Connection that now brings the former-NYC main line trains into Penn Station.



SEPTEMBER 1991 ISSUE ON SALE AUGUST 1

"Train capacity soon became the limiting factor: more power was needed to pull more cars in each train. In 1892, the editor of the *Railroad Gazette* proposed Mallets for the Manhattan Railway. Never built, because of the advent of electricity, the Mallet idea is extrapolated by Jack into a 'what-might-have-been' 0-4-4-4T. Jack may be our foremost spokesman for thoroughgoing authenticity in locomotive history, but he enjoys an occasional excursion into 'alternative history,' for the purpose of insight.

Both Jack and Bill, too, are previous winners of the Senior Achievement Award: Jack in 1982 and Bill in 1985. The repeat winners this year illustrate the principle: the leaders among us continue to lead.

The Railroad History Awards program was first established in 1981, and the first Awards were presented in 1982. All 1982 Inaugural Awards were for Senior Achievement, and the following were honored: Gerald M. Best, David P. Morgan, Richard C. Overton and John H. White, Jr.

In 1983, individual award categories were established for Senior Achievement, Book and Article; the Photography Award category was established in 1984. These categories have continued to this day. The winners in each category from 1983 to 1990 are as follows. Senior Achievement: John F. Stover, Richard Steinheimer, William D. Middleton, William D. Edson, Lewis K. Sillcox, Omer Lavallee, George W. Hilton, Robert W. Richardson and George Krambles. Photography: Richard Kindig; Philip R. Hastings; O. Win-

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FREIGHT CAR PHOTO catalog, listing over 2000 B&W photos including cabooses, MofW cars. 46 pages $5.00 postpaid. McCarter Photos, Box 1569, Camp Verde, AZ 86322-1569. Established 1939. 1091

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WANTED: Southern Pacific 982 (EX SP 3651) BLW 52053 2-10-2. Any information, pictures, drawings; any SP class F-1 drawings. Starting operating restoration. Greg Radler, 15603 Gulf Freeway #707, Webster, TX 77598-3835. 713-484-0735. 1091

WANTED: ICC accident and locomotive boiler inspection reports, any quantity. K. Smith, 758RF Maple, Fostoria, OH 44830-2015. 1291

WANTED: Railroad books, paper items and railroadiana. Steve Botan, 19822 Lexington, Huntington Beach, CA 92646. 714-962-1126. 392

WANTED: BONDS, stocks, timetables, annual passes! Ken Prag, Box 531RFW, Burlingame, CA 94011. 415-566-6400. 292

WANTED: To contact long-time friend James Mclean of Sheldon Illnois. Larry Altoff, 24 E. Myrtle St., Littlestown, PA 17340. 891

WANTED: NYC HUDSON division att, photos, track layouts and other pertinent documents and information for developing history. Jack Shufelt, 2401 Golden Shore Dr., Fenton, MI 48423-1058. 1191

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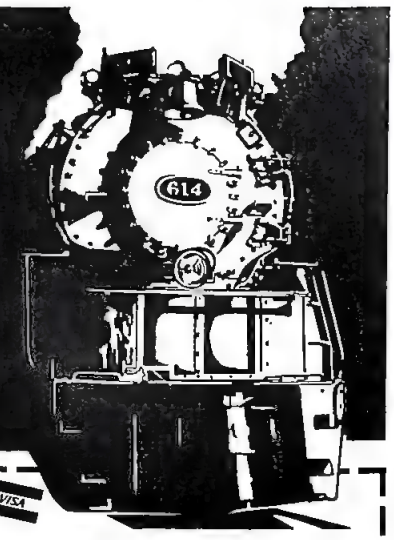

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In 1985 the Photography Award was endowed as the Fred A. and Jane R. Stindt Photography Award. Also in 1985, George W. and Constance M. Hilton endowed the Book Award. In 1987 the Article Award was named in honor of David P. Morgan, longtime editor of *Trains* magazine, with an endowment provided by Kalmbach Publishing Co., Carstens Publications, *Locomotive & Railway Preservation* and several of David's friends. In 1988 the Senior Achievement Award was fully endowed as the Gerald M. Best Senior Achievement Award, with gifts from Harriett Best and their friends.

"The Railroad History Awards program looks forward to another ten years of honoring individuals and works that have shaped and defined our field."

The 1991 Cover One Contest

While we will have a full rundown of the rules of our 1991 Cover One Contest in the next issue, let this be an advance notice that the deadline for entries this year will be September 4, 1991, and that the subject category is unlimited. The winner will be featured on the December 1991 issue.

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WM's FIREBALL PAINT has been applied to the Western Maryland Scenic's new diesels. FA 305 (ex-VIA FPA4 6771), seen running on May 4 (**above**) and RS3 199 (ex-D&H 4075), seen at Frostburg (**right**) will be powering trains out of Cumberland during the 1991 season. See page 42.

TWO FUJICHROME 400s: TIM WILSON

UP's "WATER TRAIN", which arrived Sacramento shortly after the 844/3985 doubleheader on April 27, made quite a sight in Feather River Canyon (**below**) as DDA40X 6936 led the restored FT demonstrators, UP Ten-Wheeler 1243 (on a flatcar) and 18 tank cars of water to fill the steam engine tenders while in drought-stricken California.

KODACHROME: MIKE DEL VECCHIO

TWO KODACHROMES: STEVE BROWN

ROTARY PLOW "OY" was dispatched out of Chama, New Mexico, during May 4-5 to clear deep snow drifts from the Cumbres & Toltec Scenic Railroad in preparation for the May 25 startup of the 1991 tourist season. On May 4th, several photographers braved the cold and snow squalls to record K36s 487 and 488 shoving Rotary OY into 15-foot drifts at Windy Point (above). On the 5th, a passenger special followed the plow extra back up to Cumbres Pass for more picture-taking of the rotary at work. Late that afternoon, the OY was chewing its way past Los Piños (left). These were the OY's first plow runs since 1983. See page 44 for details.

Railnews

CSX DASH 8-40CWs began arriving in May 1991. The 7653, seen at Barr Yard (right) in Riverdale, Illinois, on May 11, shows how nicely the new CSX scheme fits the super cab units. CSX has ordered 150 of the big GEs.

KODACHROME: RICHARD TOMERA

UTAH RAILWAY began leasing 13 ex-SP SD45s from M-K subsidiary MPI on May 1 to replace its worn-out SD45s and F45s. On May 3, four of the MPI units were leading a coal train past Gilluly on the D&RGW (below). See page 44.

KODACHROME: RICHARD KUNDERT

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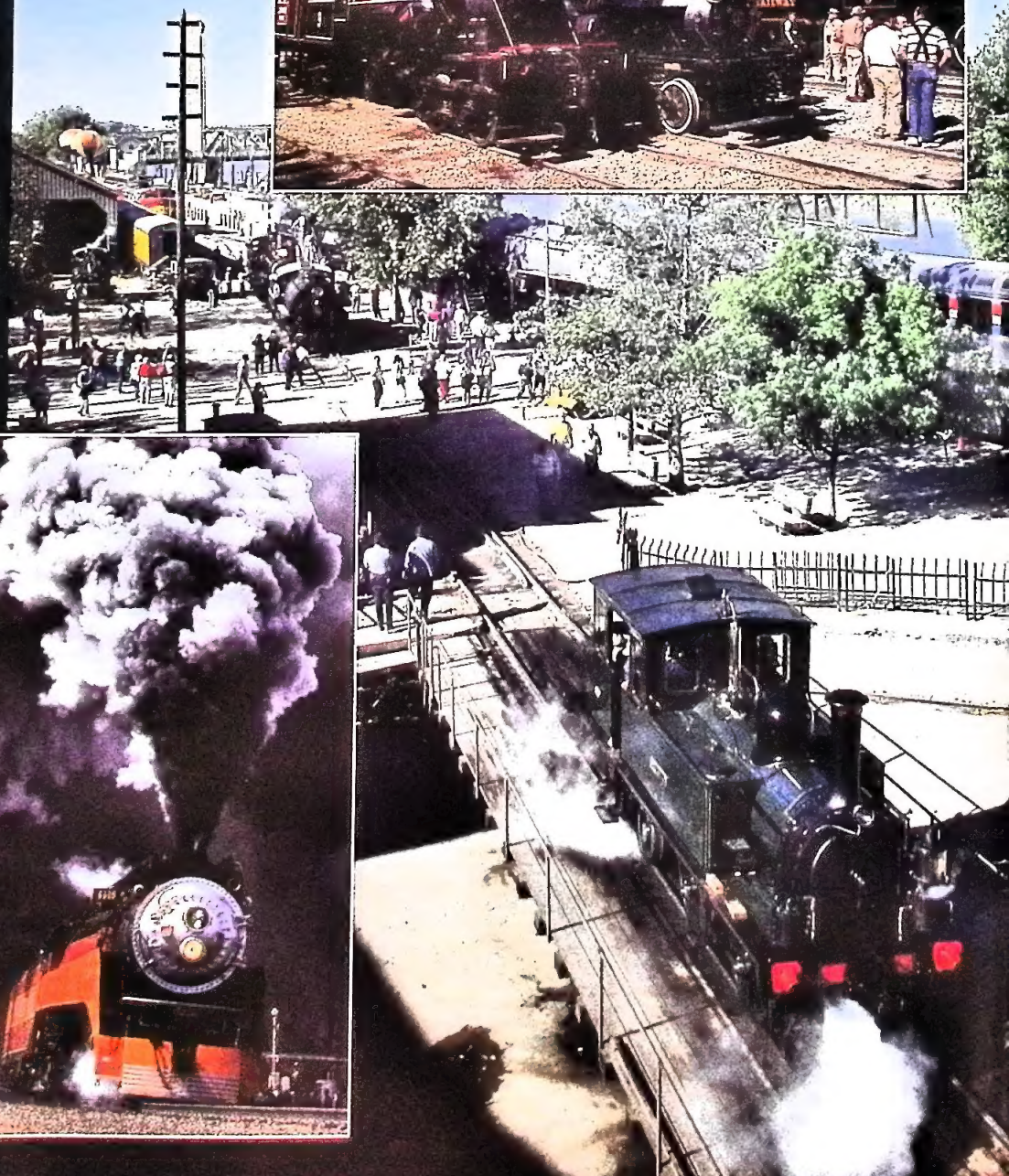

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